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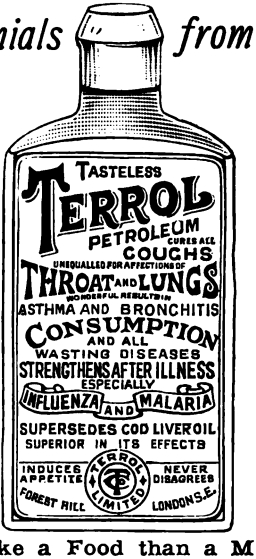
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PREFACE.

THE Hand-Books hitherto published for the use of travellers on the Continent have been the subject of so much complaint and objection, both in reference to their bulk and voluminous character, that the Publishers of the present volume determined to meet the requirements and oft-expressed wishes of the public, by undertaking the task of supplying to them Continental Hand-Books, small and convenient in size, yet replete with all the descriptive, historical, and other useful information so ably and faithfully given in the large volumes published by their contemporaries. And they trust that this effort of theirs will not be looked upon as an unwarrantable intrusion upon ground already occupied, nor yet as an unworthy rival to books of a larger and more elaborate description.

The present revised Hand-Book furnishes the traveller with a valuable companion in his *Tour through Belgium and on the Rhine.* And with a view to his convenience and information, we have given him a book small and compact, capable of being consigned to the pocket, or borne in the hand without trouble or annoyance; whilst it furnishes him with matter-of-fact descriptions of what ought to be seen on his journey and in his visits, carefully selecting all the historical details and anecdotes, and such other matters as we believe calculated to interest whilst they instruct the English traveller, at the same time that we have excluded all that was dry or useless. In our descriptions of buildings and institutions, though we have not burdened our readers with the genealogical histories of their founders, proprietors, and architects, yet we have not confined ourselves to giving a mere catalogue of them, but we have furnished all that was valuable in connection with their histories, paintings, and architecture, at the same time that we have illustrated them by a series of engravings.

In all our arrangements we have observed, so far as possible, a simple and condensed style; and wherever practicable have availed ourselves of good and correct information gathered from other sources. The nature or character of this volume tolerates little novelty, and admits of no deviation from the principle on which such a work must be essentially based. Books in foreign languages must be the chief sources of our information, modified by personal observation and experience.

We meet the traveller in England, impart to him the information necessary for the purpose of preparation, directing him in reference to the management of his passport and luggage at home and on the Continent; we lead him by the most approved *routes* through his tour, and place before him every item of instruction useful to him in his journey. We do not, however, say that our work is faultless. Were it so, we should have achieved an impossibility, for we believe that Hand-Books are "like watches, the worst are better than none—the best cannot be expected to go quite true." We know the severe ordeal a Hand-Book for travellers abroad has to pass through; we can thoroughly appreciate the merciless criticism which will test its truth when weighing its accuracy on the very spot described, but, however, we venture confidingly to launch it forth, trustful in the forbearance of all, whilst hopeful that those who make use of it will kindly favour us by forwarding to us corrections of any errors or inaccuracies they may discover in it.

In conclusion, we can only remark that in the editing of the present volume we have aimed at the medium between an useless repetition of detail, and the annoyance of a tasteless brevity of description; and trust the traveller may find it not less useful than interesting.

INTRODUCTION.

PASSPORTS—MONEY—POSTING—DILIGENCES, BARRIERS, ROADS—BELGIAN HOTELS. PRICES OF REFRESHMENT AT THE BELGIAN RAILWAY STATIONS—GENERAL VIEW OF BELGIUM—RAILWAYS IN BELGIUM.

*** See *Bradshaw's Continental Guide*, published monthly, for the latest particulars respecting Hotels, Chaplains, Medical Men, Bankers, Population, Railways, Steamers, and other matters which are liable to change at different places.

PASSPORTS—CUSTOM HOUSE—MONEY—POSTING.

PASSPORTS are not absolutely required by British subjects either for Belgium or Holland, but are quite indispensable for some of the large towns in Germany, yet, whether required or not, it is always useful for the traveller to have one to show when called upon. The police take lists of persons staying at the Hotels and Cafés. A passport may be obtained through our Agents, W. J. Adams and Sons, 59, Fleet Street. For Germany it is necessary to have the *visa* of the German Consul.

ROUTES.—London to Brussels, Cologne, and the Rhine, *viâ* the South Eastern or the London, Chatham, and Dover Railways; see Routes 1, 2 and 18. London to Rotterdam or Antwerp, *viâ* the Great Eastern Railway to Harwich. To Holland and the Rhine, *viâ* London, Chatham, and Dover Railway to Queenborough, and steamer to Flushing. London to Ostend or Antwerp by steamer direct. From the North of England, *viâ* Grimsby or Hull to Antwerp, Holland, &c.; and from Newcastle or Leith to Rotterdam. See the summary and tables in *Bradshaw's Continental Guide*, pages 1 to 17, and 426 and 440 for further information.

CUSTOM HOUSE.—Travellers proceeding through Belgium to the Rhine should have their luggage registered for Cologne, where it is examined.

MONEY.—Circular notes are given by most of the principal London Bankers, and form a very safe and convenient kind of Letters of Credit. The arrangements for cashing them in the various countries through which the traveller may have to pass are very simple and efficient, precluding almost the possibility of fraud. As a letter of indication is given with them, we would caution tourists to keep the one in their pocket-book and the other in their baggage. French, Italian, and even Swiss silver coinage is still current, as well as Belgian, but, owing to special arrangements between the Latin nations, it is better not to accept any large

[illegible] The bronze money is not important, [illegible] found everywhere. At all the large towns [illegible] exchanged, and should command the full equivalent [illegible] according to the rate of exchange. The Belgian [illegible] 100, 50, and 20 francs.

BELGIAN AND FRENCH MONEY.

SILVER COIN.	ENGLISH. s.	d.
[illegible] = 20 sous	0	9½
[illegible]	0	5
GOLD COIN.		
Twenty Franc Piece	16	0

[illegible] but a post is equivalent to five English, or [illegible] Belgian or French leagues. The charge per post, [illegible] and for each postilion that distance, 15 sous. A berlin [illegible] three or four horses; a chariot, three; britzka, though carrying [illegible].

HIRED CARRIAGES—BARRIERS—ROADS.

[illegible] A voiture, with two horses, can be engaged for about 30 fr. [illegible] to the driver. 25 fr. a day, back fare, must be paid (making [illegible] and horses).

There are toll-gates, at which four-wheeled carriages are charged [illegible] each horse 20 cents., the return included.

[illegible] the Belgian roads are paved, thus rendering travelling over [illegible] especially to ladies.

[illegible] horse cabs, called Monopoles, can be hired in Brussels as [illegible] and midnight: For the course (anywhere within the town) [illegible]; every quarter of an hour after, 50 c. Double fare after [illegible] expected. The Bois and the Park of Laeken are [illegible] made in the same cab. There is no fixed tariff for

[illegible]ELS—BUFFETS—RAILWAYS, &c.

[illegible] the average charges:—From 1½ to 2½ fr. for bed; [illegible] a separate apartment, by one's self, 5 fr., supper at [illegible] to 2 fr.; a bottle of Bordeaux (claret), 3 fr.; break- [illegible] 50 cents; coffee, tea, and bread and butter, 1 to 1½ fr.; [illegible] each.

Tariff of Refreshments at the Belgian Railway Stations or Buffets at the Large Towns.

	fr.	cts.
Bouillon et pain avec beurre	0	50
Bifteck aux pommes de terre, avec pain	1	20
Roastbeef aux pommes de terre, avec pain.	1	0
Filet de bœuf rôti	1	20
Deux côtelettes de mouton	1	20
Veau chaud ou côtelettes avec pommes de terre	1	0
Portion de pôulet chaud	1	20
Veau froid avec un petit pain	0	50
Jambon id. id.	0	50
Bœuf salé id. id.	0	50
Langue fumée id. id.	0	50
Poulet froid, la portion id.	1	20
Fromage id.	0	20
Id. Anglais id.	0	30
Un petit pain beurré	0	15
Id. sans beurre	0	10
Id. avec beurre et fromage	0	30
Déjeûner (café ou thé, pain et beurre)	1	0
Café la demi-tasse	0	30
Vins.		
Vin de Bordeaux ordinaire la bouteille	2	50
Id. id. la ½ id.	1	50
Id. de St. Julien la bouteille	3	50
Id. id. la ½ id.	1	75
Id. de St. Emilion la bouteille	3	50
Id. de St. Estèphe id.	3	50
Id. de Cabarus, long bouchon, première qualité la bouteille	3	50
Madère le verre	0	60
Malaga id.	0	60
Muscat id.	0	60
Frontignan ou Lunel id.	0	60
Porto id.	0	70
Sherry (Xérès) id.	0	70
Vin de Cabarus, long bouchon, seconde qualité la bouteille	3	0

	fr.	cts.
Vin de Château-Margaux la bouteille	5	0
Id. de Volnay id.	5	0
Id. de Pommard id.	3	0
Id. de Nuits id.	3	0
Id. de Châblis id.	4	0
Id. de Moselle id.	3	50
Id. de Grave, prem. qualité id.	3	50
Id. id. seconde id. id.	3	0
Id. de Tours id.	2	50
Id. de Rhin, prem. qualité id.	4	0
Id. id. seconde id. id.	3	50
Champagne mousseux, la bouteille	de 6fr. à 10fr.	
Liqueurs.		
Schiedam le verre	0	15
Amer de Hollande id.	0	10
Eau-de-Vie id.	0	10
Cognac, Rhum, Kirsch id.	0	30
Liqueurs fines de toute espèce id.	0	30
Marasquin id.	0	40
Punch à l'eau chaude id.	0	30
Rafraîchissements.		
Sirop de fruits ou punch le verre	0	35
Limonade ou orgeat id.	0	35
Grog ou orgeat id.	0	35
Eau sucrée et fleur d'oranger id.	0	25
Cigares et tabacs	0	25
Chambre avec lit buffet	2	0
Service d'Ostende	0	75

Bières.	Au Rest. fr.	Au Rest. cts.	Au Buffet. fr.	Au Buffet. cts.
Une bouteille de Faro ou de Diest	0	60	0	40
Le verre	0	20	0	15
Une bouteille ou cruchon lambic	0	70	0	50
Une bouteille de Louvain	0	40	0	30
Le verre	0	15	0	12
Une bouteille de Bière de Bavière	0	70	0	50
Bière de la localité, le verre	0	15	0	12

Note.—The prices quoted in the above table must not always be depended upon, the charges sometimes varying at the different stations.

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In 1869 the population was 5,021,336; in 1873, 5,543,680; in 1880, 5,520,009. Forty-one per cent. speak French and forty-five Flemish. All but 143,260 are native-born, and nearly all Roman Catholics; the Protestants are about 10,000; Jews, 4,000. The population of the largest towns (1890), besides those mentioned above, is as follows:—Malines, 50,962; Louvain, 40,625; Verviers, 50,223; Tournai, 35,403; Seraing, 33,912; Schaerbeek, 54,086; Molenbeek, 50,618; Ixelles, 45,982.

General Aspect of the Country.—The North and West provinces, in their flatness, fertility, dykes, and canals, may be regarded as a continuation of Holland. This portion of the country is so densely populated that it presents the appearance of one continuous village. The South and East provinces have an opposite character, being generally more thinly populated, less cultivated, and exhibiting a most irregular mountainous surface, with tracts of marshy lands and extensive forests. With the exception of these three hilly districts in the south and east, the entire territory presents the appearance of a series of nearly level plains, traversed by numerous streams, delightfully diversified by woods, arable lands, and meadows of brilliant verdure, enclosed by hedge rows; and thickly studded throughout with towns and villages. In surveying the general face of the country, and proceeding from west to east, we observe that the coast is uniformly flat, and formed of fine loose sand, which, by the frequent action of the sea winds, is raised into gently undulating *downs* or *dunes*. These banks of sand extend, nearly without interruption from Dunkirk, along the entire coasts of Belgium and Holland. In breadth they vary from one to three miles, and rise in the highest parts to 40 or 50 feet. They are formed entirely by the operation of the sea waves in elevating the deep sands of the shore, and, since they serve as a natural barrier against the encroachment of the ocean, it is an object of great importance to check their constant tendency to advance inland. For the purpose, therefore, of rendering the sand compact and stationary, the *dunes* are sown with a species of reed *(arundo arenaria)*, or marrum grass, until a sufficient stratum of mould is collected to support plantations of firs *(Pinus Maritimus)*, with which most of the Belgic *dunes* are covered.

Though no part of the surface of Belgium is actually below the level of the sea, as is the case in Holland, yet, in common with the latter, its shore in some parts is defended from the encroachments of the ocean by broad and elevated dykes; and whole districts, which were formerly alluvial morasses, have been entirely reclaimed and cultivated, after being drained and embanked. The embanked enclosures of this description are called *polders*. On the sea coast, and along the lower banks of the Scheldt, they are very numerous, and some contain above 1,000 acres of rich alluvial soil, which is appropriated with great advantage to the purposes of agriculture.

To the south-east of the *dunes* the provinces of West and East Flanders and Hainault form a far-stretching plain, the luxuriant vegetation of which indicates the

indefatigable care and labour bestowed upon its cultivation, for the natural soil consists almost wholly of barren sand, and its great fertility is entirely the result of very skilful management and judicious application of various manures. The undulations in the surface of the northern districts are very slight, and the northern parts of the province of Antwerp are less varied and fertile than any other. The soil is, for the most part, composed of pure sand, very partially mixed with argillaceous earth. The largest unbroken plain in Belgium is called *Campine*, comprising the north-east portion of Antwerp and north-west of Liége. It consists of marshes, desolate moors, peat bogs, and extensive tracts of sand, covered with heath, broom, and firs. Some parts, however, consist of natural prairies, that serve as pasturage for extensive herds of excellent horses, and the portion of Limbourg on the banks of the Meuse, is fertile and carefully cultivated. The character of Brabant resembles that of Flanders with respect to its beautiful fields, gardens, and luxuriant trees. In the province of Liége the north bank overlooks a fertile plain, producing all kinds of grain and vegetables, and affording excellent pasturage for cattle and for dairy husbandry; but the country on the south bank of the river belongs to the mountainous district which constitutes the provinces of Luxembourg and Namur. The *course of the Meuse*, from Dinant to Maestricht, offers some very picturesque combinations of landscapes and rock scenery. The river is closely shut in by lofty cliffs of various hues. Here they overhang the river, and are beautifully shrouded with bushes of box, wild myrtle, and ivy, and there they slope away to its margin, or are suddenly cleft asunder, presenting through the chasm a delightful view of highly-cultivated farms and villages, half hidden by trees, in the distant highlands. The wild state of nature in the provinces of Namur, Liége, and Luxembourg, the various fossils and mineral products, and the charms of the scenery, have long made this part of the country a favourite of the naturalist, the geologist, and the painter.

Land Tenure.—Short leases of nine years are the rule. Rents are high. There are many tenant farmers and many peasant owners. In the province of Brabant, the number of owners is more than double that of the tenants; in Antwerp, that of owners and tenants is nearly equal.

Climate.—The climate of Belgium is pure and healthy, but subject to much variation in its general character.

The Government is a limited constitutional monarchy, and the succession to the throne confined to the direct male issue, perpetually excluding females and their descendants. The legislative power is vested in the King and two Chambers—the Senate and the House of Representatives, the members of which are elected by the people paying 30s. direct taxes annually. The number of representatives cannot exceed one to every 40,000 people, and in all cases the representative must be a Belgian by birth or naturalisation. The King has the power of dissolving the Chambers,

very little noteworthy; and though one or two incidents in its history are fraught with deep interest, particularly the embarkation of French troops on board of English ships for the Baltic, during the Crimean war, yet its objects of attraction are few. The Old Gate, built in 1635 by Cardinal Richelieu, and figured by Hogarth in his celebrated picture, has been demolished, and the town is now joined to St. Pierre-les-Calais.

The Hôtel de Guise will also interest the English traveller, as having been the place where Henry VIII. lodged, 1520, and as the original building where was established the Guildhall of the mayor and aldermen of the "staple of wool," founded in 1363 by Edward III. The Hôtel de Ville, or Town Hall, situate in the market place, will repay a visit. Within it are all the public offices, and the front of it is ornamented with busts of St. Pierre, of the Duke of Guise, and of Cardinal de Richelieu. It is surmounted by a belfry containing a chime of bells. The tower and steeple of the principal Church, built when Calais appertained to England, deserve attention. Immediately to the rear of the choir is a modern circular chapel, and the church itself is a fine structure, built in the early Gothic style.

English Service at Trinity Church, in Rue du Moulin Brulé.

The large suburb of St. Pierre, now joined to the town of Calais, considerably exceeds the latter in population. The Basse-Ville, or lower town, is a pleasant walk on a fête day. The lighthouse should be visited. It is one of the most beautiful examples of mechanism in the world. The view from the summit of the tower presents a panoramic scene of great beauty, comprising, on a clear day, the distant cliffs of England and the outlines of Dover Castle. The public cemetery outside the town contains the ashes of Lady Hamilton (Nelson's Emma), who expired here, destitute and impoverished.

Railway from hence to Lille, then direct to Brussels and all parts of Belgium; also to Douai and Paris.

Custom House.—Travellers for Belgium or Germany, who have not already registered their luggage in London, should inform the authorities of their place of destination, and by what train they intend to proceed; their luggage should then be duly marked for *transit*, and they will avoid the annoyance of a custom-house search in France.

Steamers run thrice each day between Calais and Dover, making the voyage in a little under 2 hours.

Calais to Lille, 66¼ miles.

Leaving the station on the quay, the first station, reached in about 7 minutes, is

Calais (Ville).—The next is

Ardres (Station). This is an unimportant fortress, situated on a canal. A little to the west of the road, between the town and Guisnes, is the spot called by historians the "Field of the Cloth of Gold," where Henry VIII. of England and Francis I. of France met in 1520. It is so called from the cloth of gold covering the tents and pavilions occupied by the two monarchs and their suites, comprising 5,696 persons, with 4,325 horses.

Audruicq (Station).

Watten (Station). Branch lines to Gravelines.

St. Omer (Station).

Population, 21,661.

Hotel:—Hotel de la Porte d'Or, Rue St. Bertin.

A first-rate fortress, situated in a marshy district on the Aa, well built and strongly fortified; streets wide and well made. A plentiful supply of refreshing water is afforded from 12 fountains in different quarters. The Hôtel de Ville is situated in the Place d'Armes. Beyond the walls are two considerable suburbs, between which and Clairmarais are situated, amid extensive marshes, several floating islands, covered with trees and excellent pasture. The proprietors row them like a boat to land their cattle or take them up. The town is on the line of railway from Calais to Lille. Living is said to be cheap. It possesses two ecclesiastical buildings well worthy of notice—the Cathedral, and Abbey Church of St. Bertin.

The magnificent Cathedral, situated in the Rue St. Bertin, exhibits a transition from the round to the pointed style of architecture. Its east end is of a polygonal termination, with projecting chapels. The interior of the church is in good preservation, and the small Chapel of the Virgin has been lately redecorated. At the extreme end of the street in which this church is situated are to be seen the remains of

the once famous *Abbey of St. Bertin*, formerly the noblest Gothic building in French Flanders. The only fragment now remaining is a stately tower, noble even in its ruins, the mutilated panelling of its walls bespeaking the chaste and superior elegance of its florid Gothic style of ornament. From the tower, which is propped by a rude buttress of masonry, a fine panoramic view of the town may be had.

Thomas à Becket sought refuge in this once-famous abbey, when a fugitive from England, and within its cloister were passed the last four years of his life. The monastery was suppressed in 1792, but was spared by the Convention. The Directory was less considerate, and under it the roof was taken off, and the building stripped of its fixtures and wood work, which were sold. The work of destruction was completed a few years since by the local authorities, who had the walls taken down, in order to find work for some unemployed labourers.

It was here existed the celebrated Jesuits' College; founded in 1596 by an English Jesuit, named Parsons. In it were educated many of the conspirators mixed up in the Gunpowder Plot, and some of the wild spirits who intrigued against Elizabeth. This college was succeeded by a seminary for British and Irish Roman Catholics, and in it was educated the famous agitator, Daniel O'Connell.

Considerable trade is done in linens and pipes, and eggs and fruit are exported to England.

French Reformed Church, in the Rue Taviel; service every Sunday at 10-45 a.m.

Eblinghem (Station).

Hazebrouck (Station). From here a branch line leads to Dunkirk. Refreshments may be had.

The following stations are next passed:—**Strazeele, Bailleul, Steenwerck, Armentières** (junction for Lens, on the Calais-Amiens line) and **Perenchies.**

Lille (Station).—*Hotels:*

Hotel de l'Europe.

Hotel de Lille; du Grand Café Jean.

Paris; Flandre; Bellevue; Chemin de fer du Nord.

English Church Service, at Christ Church, Rue Watteau.

This city is strongly fortified, and forms, on the northern frontiers of France, the central point of defence. With a population of 201,211 inhabitants, it is the seat of thriving industry and of busy manufacture, ranking as the seventh industrial and commercial city of the country. The town is traversed by the waters of the Haute and Basse Deule, which fill its moats, and work the mill machinery about. They are connected by a canal, so arranged as to be able to inundate the country for one and a half mile around the walls, if necessary. Though the city is spacious and its wealth very great, yet its monuments and buildings are few and unimportant.

The *Citadel* is looked upon as a master specimen of the skill of Vauban, who held the position of governor for many years. The *Hotel de Ville* is an erection of the 13th century, built by Jean Sans-Peur, inhabited by Charles V., and was anciently the palace of the Dukes of Burgundy. The building is in the early Gothic style, and has in one of its tourelles an exquisitely groined staircase and a chapel. The *Musée Wicar*, containing an interesting and rich collection of drawings by the old masters, is in process of being transferred to a new gallery. There are 68 paintings by Raphael, 13 by Masaccio, 10 by Fra Bartolommeo, and 197 architectural designs by Michael Angelo. Wicar, a native, bequeathed them to the city. The paintings in the Hotel de Ville have lately been re-arranged and added to. The *Musée Moillet*, an ethnographical collection, an Archæological museum, and an Industrial Museum also form part of the *Hôtel de Ville*, which also includes the Musée de Peinture, which will scarcely repay a visit; it, however, contains many curious old portraits of the Dukes of Burgundy and of the Counts of Flanders, besides a painting by Rubens, and two by Arnold de Vuez, a native artist, born in 1642, and considerably eminent in his profession. The former painting represents St. Catherine rescued from the wheel of martyrdom, and the two latter are portraits of Saints Francis and Cecilia.

The chief church in Lille is that of *St. Maurice*, a Gothic building of the 16th century, resting on delicately light pillars, but presenting no appearance of general interest. The church of Ste. Catherine, in which is an image which has been venerated for eight centuries, should be visited, as also the fine houses of the Rue Esquermoise. The *Bibliothèque communale*, open 10 a.m., possesses 55,500 books and MSS.

The suburbs of Lille for miles around, as well as the entire Department du Nord, will strike the traveller as strongly resembling the districts through Lancashire and the West Riding. On all sides is heard the busy hum of industry, whilst tall chimneys and numerous mills proclaim the active and vigorous trade being carried on, forming the rather novel combination of a fortress and a manufacturing town. Flax, which forms the staple manufacture, is grown in and about the adjacent country. When spun and twisted it forms the well-known Lisle thread. Cotton spinning and manufacture are also carried on to a considerable extent, and lace, ribbons, and tulle are extensively made. Its other branches of trade are the manufacture of sugar from beet-root, the extraction of oils from colza and the seeds of rape, poppies, linseed, &c. Its other objects of attraction are the Hospital, founded in 1739, the Bridge, the Concert Hall, the Gaol, the Botanical Gardens, the Triumphal Arch, erected in 1782, in honour of Louis XIV., and the Column raised in memory of the siege sustained by the city in 1792.

Railway to Douai and Paris; to Valenciennes, Mons, and Brussels; to Courtrai, Ghent, and Brussels.

☞ *For continuation of direct route to Brussels, see page 16.*

Lille to Douai and Valenciennes.

Seclin, Carvin, and **Leforest Stations,** supplying places of no interest or importance, are passed before arriving at

Douai (Station).

Hotels: Hotel de Flandre; de l'Europe.

Population, about 6,113. The town is conveniently situated on the river Scarpe, which communicates with the canal of Sensé, and is surrounded by fortifications, which, originally by Vauban, have lately been partially reconstructed. The detached fort of *Scarpe* serves as a defence for the town, which belongs to Department du Nord. It has a very picturesque belfry in the market-place, surmounting the *Hôtel de Ville*, a Gothic building of the 15th century, in which is the library, containing 50,000 vols. A rather curious spectacle greets the traveller's eye here in the early part of each July, when a procession takes place called Géant Gayant; a large osier giant, 30 feet high, attired in armour, and accompanied by a family of proportionate size, perambulate the streets, accompanied by the populace. The *Musée*, always open to strangers, contains a fair collection of pictures by Vandyck, Van der Meulen, &c., and ancient furniture. Douai has been famed for its College, founded by Cardinal Allen in 1569. In it Roman Catholic priests for England and Ireland have been educated. Daniel O'Connell also studied here. A good trade in flax is carried on.

Here the Northern of France Railway divides into two branches, the one proceeding to join the Belgian Railways by Valenciennes; the other by Arras and Amiens to Paris.

Montigny, Somain (junction for Cambrai), **Wallers,** and **Raismes Stations** are passed previous to our arrival at

Valenciennes (Station).

Hotels: Du Commerce; des Princes; du Nord; Hotel Vauban.

Conveyances at the station, a quarter of a mile distant from the town; there is a good Buffet here.

Population, 28,700. A place of considerable trade and wealth, situated on the French Northern Railway; also strongly fortified by its position on the Scheldt, at its confluence with the Rhonelle, by which it may be surrounded for three-fourths of its circumference, the water being retained by means of sluices in the fortifications. The town is well built; the houses are generally of brick and white stone. The *Hôtel de Ville*, in which the Gothic style is mingled with several orders of architecture, will claim attention; it is highly decorated; the handsome façade is surmounted by an attic, adorned with caryatid figures, representing the four seasons. The Hospital and the Theatre are also remarkable. The *Musée*, open from 10 a.m. to strangers, has Quentin Matsys' "Misers," and paintings by Vandyck, Teniers, Rubens, Jordaens, &c. The Valenciennes lace, formerly so famous, is now only made in coarse and inferior qualities. From the Citadel the valley of the Scheldt is seen to advantage. Froissart, the historian of the 14th century, was born here. There is a railway connection with **Anzin (Station),** &c.

VALENCIENNES TO BRUSSELS (Route 7 reversed).

Lille to Ghent, vid Mouscron and Courtrai.

Roubaix (Station).

Population 114,917. *Hotel:* Ferraille. A large manufacturing town, which has lately risen into great importance and still continues to increase in population and trade. Its staple manufactures are woollens and mixed fabrics, and it is generally called the French *Bradford*. Close to it, the English, under the Duke of York, suffered a severe defeat from the French, commanded by Pichegru, on May 18th, 1794. They lost 1,000 killed, 2,000 prisoners, and 60 cannon.

Tourcoing (Station), 7½ miles from Lille. A town with 65,477 inhabitants, no way remarkable in its general appearance, but noted for its manufactures of table linen.

Mouscron (Station), in Belgium, 11 miles from Lille. The town is seen on an eminence to the right, with its beautiful church built of bricks. Its chief importance arises from the fact of its being situated on the frontier. It is the chief place of its commune, and contains a population of 13,764 souls. The country about is rich and well cultivated, producing wheat and rich pastures. Facing Mouscron, to the left, is the village of Luingues. Here (junction of the railway from Tournai) a change of carriage and an examination of luggage takes place. Travellers for Brussels, *vid* Jurbise, also to Namur, should take especial care to get into the proper train. From this station the railway proceeds on through a beautiful country, until its arrival at Courtrai, on nearing which the country appears highly cultivated and picturesquely agreeable.

Courtrai (Station)—In Flemish, *Kortryk*. Population (1886), 30,908.

Hotels: Du Lion d'Or; du Damier; Midi; du Nord.

A fortified town, and the chief place of a judicial and administrative district of West Flanders. It is situated on the Lys, which divides it into two parts, securing to it a communication with the principal towns in the north of France. The streets are large, and finely built. Under the name of *Cortoriacum* it existed in the time of the Romans. The first cloths were made here in 1268, and two hundred years afterwards it contained 6,000 weavers. It is still famous for its manufacture of table linen and other damask, though no longer possessing any monopoly in these articles.

The surrounding country is noted for its growth of flax, for the use of its own and other manufactories. In the neighbourhood are large and extensive bleaching-grounds. The flax is steeped in the waters of the Lys, esteemed peculiarly favourable for bleaching purposes.

In 1312, Philip of Burgundy carried away a celebrated Clock, considered at that time one of the wonders of the age, and the two figures (Jacquemart and his wife) which struck the hours. The regularity of the motions of these latter gave rise to a proverb which still exists in Courtrai, when speaking of the love existing between a couple, "They agree like Jacquemart and his wife."

In a plain near Courtrai was fought, in 1302, the sanguinary battle of the Golden Spurs, between the French troops, under the Count d'Artois, and the Flemish under John, Count of Namur; in which the former were totally defeated, and the Count d'Artois and the Constable of France, together with upwards of twelve hundred knights and several thousand men, left dead on the field. The battle derived its name from the immense number (700) of the gilt spurs worn by the knights, which fell into the hands of the victors. To the right of the road is seen a small chapel, erected in 1831 to commemorate the event. It is outside the Porte de Gand, and marks the centre of the battle-field.

The public buildings and monuments of Courtrai are not numerous. We will describe shortly the principal.

The *Hotel de Ville* (1526) possesses two chimneys, one placed in the police court or hall, the other in the council room; the sculpture of which is of exquisite delicacy and highly finished, and with the fine belfry worthy of attention.

The *Church of Saint Martin* was founded in the early part of the 15th century. It is noted for the tower (one of the loftiest in Belgium) which surmounts the portico. There is a tabernacle in the interior most admirably sculptured, and a picture by Ryckere, a painter of the 16th century, representing the "Descent of the Holy Spirit upon

the Apostles," and on the two wings, "The Sleep of Adam in Paradise," and "The Baptism of Christ." There is another picture by Van Manderen, the historian and poet, representing "A scene of Martyrdom at Rome." The rich ornaments made use of in Divine service are worthy of notice for the beauty of the chasing and engraving.

Notre Dame:—This church is worthy of notice, chiefly from the richness of its marbles. It was founded in 1208 by Baldwin, Count of Flanders and Emperor of Constantinople. It deserves to be visited on account of the richness and grandeur of its ornaments, particularly a *chef-d'œuvre* of Vandyck, placed behind the high altar, and representing the Elevation of the Cross. The tabernacle, a fine piece of carving, by the famous Lefevre, of Tournai; two bas-reliefs by Godecharles; and Christ at the Tomb, deserve to be noticed. This church once possessed the small ivory statue of the Virgin, known as the Virgin of Oroeningen, celebrated for the miracles which, according to many, it performed; it is now in the church of Saint Michael, and still attracts crowds of pilgrims to its shrine. The two towers, called Brotom-Torren, built in 1413, are remarkable for the extreme strength and thickness of the walls; they are united by a bridge over the Lys, built in the year 1465.

The *Market Houses* are seen in all their ancient simplicity in the centre of the town; the front of the building is adorned by five elegant turrets. There was formerly a high tower in the centre of the structure, in which the celebrated clock previously mentioned was placed. A modern building has been erected for market purposes.

The *Theatre*, remarkable for the beauty of its decorations, forms part of the new market building.

Promenades. The ramparts or boulevards surrounding Courtrai form a fine walk, from which may be had a beautiful view of the city. The park of Saint George is likewise a delightful place; but by far the most agreeable of the public walks is the esplanade; it is planted with chestnut and lime trees, and has nicely laid out plots of green, furnished here and there with elegant and comfortable seats.

Railway to Bruges and Ostend; also to Ypres, Poperinghe, Renaix, Mons, &c.; and direct to Brussels, *viâ* Audenarde, Sotteghem, Denderleeuw.

Oudenarde (Station) is of very ancient origin, where Marlborough and Prince Eugene defeated the French, 11th July, 1708. Great numbers of medals of the Gauls and first Kings of France have been found here. The Town Hall is a handsome Gothic building; the fountain and basin opposite are worthy of attention. The portal of the collegiate church of the burgomaster and aldermen is a masterpiece of wood carving, executed in 1530 by Paul Vander Schelder. The trade in linen is extensive. The population is 5,255.

Leaving Courtrai for Ghent, the railway runs parallel to the paved road, and shortly arrives at

Haerlebeke (Station). A commune and chief place of a canton in the district of Courtrai, containing a population of 6,258 souls. It was the oldest town in Flanders, and the residence of the first governors of the country. Antiquities have frequently been found here. The church is remarkable for its architecture, and contains a superb pulpit, a masterpiece of Decreux, of Tournai. It was formerly an important fortress, and suffered many vicissitudes in the 9th and 10th centuries. It has manufactures of woollens, cloths, and tobacco.

Waereghem (Station). An important and ancient commune of the district of Courtrai; population, 7,316. It has a considerable trade in linen. Situated four miles north-west of it is the village of Roosbeke, remarkable as the spot where Philip Van Artevelde, the brewer of Ghent, suffered defeat by the French in 1382, being killed with 20,000 of his countrymen. Shortly after leaving Waereghem the railway crosses the Stype, and, quitting West Flanders, enters into East Flanders, passes Zulte, a town containing 2,213 inhabitants, and arrives at Deynze, after running in a right line, past **Olsène (Stat.)**, and Machelen; the former a commune of the district of Ghent, with a population of 2,107, and the latter a town of the same district, containing a population of 2,754 inhabitants.

Deynze (Station) is situated on the left bank of the Lys. On the opposite bank, between the road and the river, is Peteghem, a small commune containing 2,196 souls. Deynze is the chief place of a canton in the district of Ghent, and an ancient town; its population is 4,591. The principal *Church*, Notre Dame, is an old Gothic building, containing


Hotel de Ville Oudenarde
Place de l'Hotel de Ville Courtray
Casino Ghent
Railway Station Courtray
Palais
Church of St Nicholas Ghent

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a fine picture, attributed to Jordaens, representing the Birth of Christ.

[Railway to Thielt, and to Oudenarde. **Thielt (Station)** is the chief place of a canton in the district of Bruges. It is the birth-place of Olivier le Daim, the celebrated barber of Louis XI. Pop., 9,821. From here a branch runs through **Pitthem (Station)** to **Lichtervelde (Station)** on the way to Dunkirk; and another is open to **Meulbeke (Station)** and **Ingelmünster (Station)**, a place for carpet factories.

The Lys, which passes Deynze, rises in France, in the department of the Pas de Calais, not far from Bethune; after watering Aire, Estaires, and Armentières, it runs north-easterly along the border of France and Belgium, by Warneton and Wervick, which it passes, and entering West Flanders, passes Courtrai, then enters East Flanders, near Olsene, crossing Deynze, and taking a winding course of about 100 miles, it falls into the Scheldt at Ghent.]

Leaving Deynze the stations of **Deurle** (3 miles), **La Pinte** (2 miles), and **St. Denis Westrem** (1½ mile), are passed successively, from which it is 4½ miles to Gand.

GHENT (Station)—French, *Gand;* Flemish, *Gent;* where John of Gaunt was born. Population (1890), 148,729.

Hotels:

Hotel Royal, Place d'Armes, in the centre of the town, and nearest to the railway station, a first-class hotel—highly recommended to English travellers.

Hotel de la Poste, Place d'Armes.—This old established first-rate hotel is highly recommended.

Hotel de Vienne, second class hotel—moderate charges and excellent accommodation.

De l'Etoile; Lion d'Or; d'Allemagne; Grande Cour Royale.

There is a good Buffet at the station, which is within the town. Cabs are always in attendance.

There are two smaller stations on the other side of the town.

Post Office.—Rue de l'Université.

English Church Service.

The traveller will be very agreeably surprised on entering this rich and populous city, through one of its seven gates, situated at the confluence of the Scheldt and the Lys, to observe the animation and activity imparted by the flourishing state of its manufactories. Its population is chiefly engaged in the manufacturing of linen and cotton threads by machinery, and the bleaching and printing of calicoes. Ghent is built on twenty-six islands, united by bridges, and contains three hundred streets. Though no longer the great commercial city of former days, when the Emperor Charles V. (its most distinguished native, born here 1500) said of it—"Je mettrais tout Paris dans mon Gand," (*i.e.*, I could put all Paris in my glove, *gant*). Ghent is still the Manchester of Belgium. In 1800 an enterprising Fleming, named Lieviere Baucus, brought over from Manchester several English workmen and spinning jennies; manufactures quickly took root, and in a short time 30,000 workmen were employed, and sixty steam-engines required to set in motion the machinery of the various cotton mills, many of which appear to a Lancashire traveller like a transplant from his native county.

The political history of Ghent is various and interesting. Notwithstanding the strictures of Hallam, it calls up to the recollection many scenes which inspire us with every sentiment of sympathy and good-will towards many a name illustrated in centuries past by deeds of patriotism and domestic virtue. Its citizen-magistrates being condemned by the Emperor Charles V. to implore his clemency, and to wear a *rope* round their necks whenever they acted judicially, they turned it into an honour with this device, in which the city is characterised, along with others:—

> "Nobilibus Bruxella viris, Antverpia nummis,
> *Gandavum laqueis*, formosis Bruga puellis,
> Lovanium doctis gaudet Mechlinia stultis.'

The Pacification of Ghent, when the *North* and *South Provinces* united against Spain (see page 10), was celebrated 1876.

Ghent is one of the handsomest towns on the Continent; its streets and public squares are wide and spacious; it has more the appearance of a modern city than Bruges. Most of the houses, as in Holland, are furnished with espions, or little reflectors, placed outside the windows, and showing all the passers in the street. Its objects of attraction may be enumerated as follows:—

The *Beffroi*.—Belfry tower, 375 feet high, erected in 1183. Permission to erect a tower, or belfry, was the earliest privilege that the citizens obtained from their feudal lords, and was, hence, long regarded by them as a monument of their power and wealth. It originally served as a watch tower, from whence an enemy could be descried, and in which was a tocsin-bell that called the citizens to arms, and to debate. The gilt dragon on the top was carried off from Bruges by the Gantoises, as a trophy of their conquest of that town, under Philip Vlaenderlandt. It has lately been re-gilt. Its history is rather a remarkable one, it having originally adorned a Greek church at Constantinople, from whence it was carried off by the men of Bruges, who went to the first crusade as soldiers under Baldwin, Count of Flanders. The lower part of the tower is now used as a prison, and had deposited in it the title deeds and records of Ghent, now in the Town Hall. From its top a magnificent view can be had, and the entrance to it is in the St. Jan Straat. Fee to the concierge, 1 franc for a single person. The following reply was made by Charles V. to his cruel and atrocious minister, Alva, who advised him to destroy the city, "Combien faudrait-il de peaux d'Espagne pour faire un *gant* de cette grandeur?" —(How many skins of Spanish leather would it take to make such a glove?) The tower contains 44 bells; the mode adopted for ringing the chimes is curious and should be seen.

The *Cathedral*, 13th cent., is one of the handsomest Gothic buildings in Belgium. It was formerly a church dedicated to St. John, but took the name of St. Bavon or Baefs in 1540, when Charles V. removed thither the collegiate chapter of the Abbey of that saint, and 19 years afterwards it was raised to the dignity of a cathedral church. The present building was commenced in the thirteenth, and finished in the beginning of the sixteenth century. The majestic effect which the structure is calculated to produce is much impaired by the want of an open area around and in front. The tower is remarkable for its elegance; it is 271 feet high, and the ascent to the platform which terminates it is by 446 steps; the view from the summit is of great extent and beauty. The Cathedral itself is divided into three aisles by a double range of light and elegant columns. On each side are disposed twelve chapels, which, as well as the choir, are in excellent keeping with the rest of the building. The choir, which has two side aisles, is raised above the floor of the body of the church by a flight of steps; in front is the grand altar, enclosed by three bronze doors of elaborate workmanship, and surmounted by Corinthian columns of the purest Carrara marble, with a statue of the saint in his ducal robes, and two colossal marble statues by Van Poucke, representing the apostles Peter and Paul. In front of the altar are four tall copper candlesticks, remarkable as having been the property of Charles the First of England. It is surmised that they may have adorned the Chapel of Whitehall, or Old St. Paul's. It is supposed that they were sent out of England and sold. On them are still seen the arms of England.

The stalls of the canons in the Choir are said to be the finest specimens of carving in mahogany known to exist in the world. Over these stalls are eleven paintings in imitation of bas-relief, by P. Van Reysschoot. Most of the numerous chapels which line the Cathedral are adorned with paintings. The first contains the Beheading of St. John the Baptist, by Crayer; the second, the Donation of St. Colette (a saint of Ghent, who died in 1447) of a piece of ground for a convent, by Paelinck, a modern artist; the third, the Baptism of our Saviour, by Crauwer; the fourth, a Dead Christ, by Abraham Janssens; the sixth, Christ disputing with the Doctors, by Pourbus, all the figures of which are portraits of different individuals holding official situations under Phillip II.; the seventh, a fine picture of the Martyrdom of St. Barbe, by Crayer; the tenth, a Christ between the Thieves, by Van der Menen, a pupil of Vandyck. In the eleventh is the *Agnus Dei*, one of the most celebrated pictures of the Flemish school, painted by the brothers Van Eyck, the inventors of oil painting, in 1482; and, though more than four hundred years have elapsed since this picture was painted, the colours retain a vividness truly wonderful; the numerous figures are all finished with the most elaborate care, and each countenance is endued with admirably appropriate expression. The towers, which in the luminous horizon are supposed to represent the New Jerusalem, are painted from those of Maestricht, near which town the artists were born,

Above this picture are three smaller ones by the same artists; the centre represents Christ on a

the workmanship of Lawrence Delvaux, of Ghent, is in the centre of the right nave, and is considered

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of the rest of the edifice. The *Pulpit*, which is | been completed. In the twelfth chapel of this

edifice, is a magnificent picture of the Crucifixion, by Vandyck, the only work of this master which is to be found in any of the public buildings of Ghent. Each of the chapels, which are twelve in number, contains one or more pictures of various merit. It will be sufficient to direct the attention of the amateur to the Annunciation, by Lens, and the Assumption, by François, both in the newly finished chapel, to the right of the cross of the church; the Apotheosis of St. Catherine in the third chapel, by Crayer, and the Finding of the Cross, by the Empress Helena, whose figure, represented in the picture, was furnished by the Empress Josephine, who sat for the model. There are also in this church numerous paintings by Belgian artists, and a St. Francis of Paula, by Ribera. The organ recently erected in this church is remarkable for its sweetness. The pulpit of massive mahogany is handsome. Sacristan, 1 franc for a single person.

St. Jacques is situated in a vast square. It was destroyed in 1720, and afterwards rebuilt. It has two good paintings of Jan van Cleef, and some monumental sculpture of merit from the chisel of Van Poucke.

The *Church of St. Martin* has a magnificent painting of the Resurrection, by Crayer, said to be his master-piece.

The *Dominican Oratory* deserves to be inspected on account of its bold and lofty wooden vault, designed by the Dominican Francis Romain, in 1700.

The *Béguinage*.—The community of Béguines is said to have been founded by St. Begga, Duchess of Brabant, and sister of Philip of Landen, and is peculiar to the Netherlands. Clement V. issued a bull against these sisters, but John XXII. revoked it, and accorded them many indulgences. It is one of the few nunneries not swept away by the fury of the French revolution, or suppressed by Joseph II. Their existence received a legal ratification in 1826. The sisters are bound by no vow, and may return to the world at any time. Their chief duty is to attend to the sick and visit the hospitals, where they are constantly to be met with. In the order are persons of the highest families and wealth. The sisters in Ghent number about one thousand, whilst their entire number in Belgium is about 1,300. New buildings at Eecloo (rail in forty minutes) now replace the old house, or Grand Béguinage, a moated pile, which was situated in the Rue des Bruges. There is a Petit Béguinage in Rue des Violettes, with 300 girls of a poorer class. The first chapel was built in 1242. The sisters live in separate houses, and each door has inscribed on it the name of some saint, chosen as its protectress. Visitors to Ghent should see their church at the hour of vespers, which are sung at half-past seven each evening. The scene is most impressive. The sisters are all dressed in black robes, with white veils; the novices are distinguished by a different dress, whilst those who have but lately taken the veil are distinguished by a chaplet, which they wear around their heads. The chapel, barely illuminated by a few lamps, and the solemn singing, together with the large assemblage of sisters, so picturesquely dressed, impart to the scene an aspect of solemn grandeur and mystic beauty. The chapel itself is interesting in the extreme. Lace *(kanten)* making forms one of the chief occupations of the Béguines, and very good and sometimes beautiful work is done by them. This may be bought at their establishments, and will be found much cheaper than that obtained at the shops in the town.

The *Hôtel de Ville* is situated partly in the Rue Haute Porte, and partly in Le Marché-au-Beurre. The portion standing in the former street, built in the Gothic style of architecture, presents a magnificent appearance, and is adorned with exquisitely wrought ornaments. It has two façades, built at intervals between 1481 and 1620, after several plans, by as many architects. The turret or tribune at the corner was built in 1527–1560 by Eustace Polleyt, and is in the richest flamboyant Gothic style. The other façade, built between 1600 and 1620, has columns of three different orders of architecture, one surmounting the other. In the *Salle du Trône*, so celebrated in the annals of Ghent, was signed the treaty known as the "Pacification of Ghent," drawn up, in 1576, by the congress of confederates, who assembled to adopt measures calculated to drive the Spaniards out of Belgium. The bust of Philip van Artevelde, the famous Captain-General

(killed 1382 at the battle of Rosebecq between the revolted citizens and the army of Louis II.), should be seen.

Palace of Justice.—This striking building, by Rolands, is situated in the Rue du Théâtre. The ground floor is used as the Exchange, and the upper chamber as Courts of Justice.

Palais de l'Université.—Founded by William I., King of Holland, in 1826. It is a beautiful and modern edifice, having a splendid Corinthian portico, modelled from the Pantheon, at Rome, and is built on the site of the Jesuits' College. The library, consisting of 100,000 vols. and 700 MSS., amongst them a Mayence Bible, 1462, and a folio Latin Bible, 1466, and a number of other ancient volumes, has been transferred to the Baudeloo Convent. The Jardin Botanique, instituted in 1797, belongs to the University, and is one of the finest in Belgium. It contains a collection of 8,000 plants, of 1,000 different species.

The *Museum of Natural History* is not less remarkable for its extent than for the richness of its collection. There are also coins, medals, and antiquities. An Engineering School, and a School of Arts and Manufactures are also maintained in connection with the University.

Maison des Bateliers, on the Quai aux Herbes, is an old and picturesque edifice, built in 1513.

The *Halle aux Draps* will also repay notice.

Maison de Force, a house of correction, situated rather outside of the city, on the Coupure canal, which is bordered by a double row of large trees. It was constructed in 1773, in the reign of Maria Theresa, and forms a perfect octagon, in the centre of which is a spacious court, communicating with the different quadrangles of the establishment. Each quadrangle or ward has a yard, and in the centre of that belonging to the female ward is a large basin of water, in which the female prisoners wash the linen of the whole establishment. Each prisoner sleeps alone in a small but well-aired room, and is employed during the day in working at whatever trade or business he or she is most competent to do. Of the produce of this labour, five-tenths are retained by government when the prisoners are merely detained correctionally; six-tenths when they have been sentenced to hard labour. The remainder is divided into two portions; half is given to the prisoners weekly for pocket money, and the other given to them at the expiration of the term of their imprisonment, to assist in their re-establishment in the world. Religious service and instruction are provided and attended to in an admirable manner; and if prisoners are found ignorant of the first elements of knowledge, as reading, writing, and arithmetic, they receive instruction in the various branches. Insubordination or refractory conduct is punished by solitary confinement. The shop for refreshments sold to the prisoners is kept under strict regulations by the officers of the establishment, and the profits are employed as rewards for the most industrious and well-behaved prisoners. A new wing, recently erected, contains cells adapted to the solitary system. Admission can only be obtained by permission from the Minister of Justice, Brussels.

The *Kouter*, or *Place d'Armes*, is a large square planted with trees. It is a beautiful promenade, and has a military band usually playing there on summer evenings.

The *Marché du Vendredi* (Vrydag-Markt), a vast square, so called from the day on which the fair is held. It is remarkable as having been the spot where the trades' unions of the middle ages planted their standards and rallied to arms. On it the ceremonial of inaugurating the Counts of Flanders was celebrated with a gorgeous and luxurious grandeur, unequalled at the present day. This spot is also identified with one of the most painful and tragic reminiscences connected with the history of Ghent.

It is celebrated as being the scene of an internecine conflict, in which fifteen hundred citizens were slain by fellow-citizens. The weavers and fullers constituted the two factions, and the former were led on and headed by Jacques Van Artevelde, called the Brewer of Ghent, in the corporation of which body he enrolled himself, though descended from one of the first families in Flanders. The day, to mark the sanguinary and disgraceful work, was called Evil Monday in the annals of the town. On that spot, and on that day forty years after, Philip, the son of that Jacques, was saluted Protector of Ghent, and received the oath

of fidelity from his townsmen on the occasion of his being called upon to lead them against Louis de Mâle. In the Marché au Vendredi also were lighted the fires of the Inquisition, under the Duke of Alva. The great cannon, situated in a street called the "Mannekens Aert," close to the Marché, is called *Die dulle Griete*, alias Mad Margery, and is one of the most enormous ever made, measuring 19 feet in length and 11 feet in circumference. It is made of hammered iron, and bears the Burgundian Cross and the arms of Philippe le Bon (1419-1467). In the Place St. Pharaïlde, near the Marché aux Poissons, is an old turreted gateway, called the Oudeburg, or the counts' fort or castle, a remnant of the ancient palace of the Counts of Flanders, and dates from 1180. It deserves a visit, as one of the oldest buildings in Belgium. In the year 1338, Edward III. and his family resided here. During his residence his queen gave birth to her son, *John of Gaunt* (Ghent). An intimate and friendly alliance existed for years between the English and people of Ghent.

It may not be uninteresting to mention the fate of Jacques Van Artevelde, the brewer, whom Edward III. of England used to style "his dear gossip." He was a faithful friend and ally to this king, and lost his life, it may be said, in his service. He invited Edward III. over to Sluis, in 1344, with a view of taking council for the promotion of the promise made to the king by Jacques, to the effect that he would make him "Lord and heritor of Flanders," a thing altogether opposed to the wishes of the Gantoises. Public indignation was excited against him, and was further increased by a rumour to the effect that he had, during his administration of the government of Flanders, stealthily sent large sums of money out of the exchequer to England, which so exasperated the people as to cause them to enter into a revolt against him, assault his house, which was attacked by a mob of 400 persons, and broken into, when a citizen, named Gerard Denys, slew him without mercy. His *Statue* was set up in the Square, 1863, on the site of one of Charles V., which stood here till 1796. A statue of Van Eyck (1878) stands in the Kouter Square, where he lived and died.

Portes de la Ville, or *City Gates*.—There are seven principal Gates, the most remarkable of which are those of Brussels, St. Lievin, St. Peter, and Bruges, all of which present curious relics of the ancient gates erected in the 14th century. The greater number of these gates have been re-constructed.

Casino.—Situated near the canal (cut in 1750, to unite the Lys and Bruges canal together), and built for the Botanical Society and the Musical Society of St. Cécile. Here are held the well-known half-yearly shows of the *Maatschappij van Kruid-Kunde* (Horticultural Society).

The city and neighbourhood have for nearly a century been engaged in the cultivation and export of flowers, which has been carried to a high pitch of perfection, and visitors should not omit to see some of the beautiful gardens here. Admission is freely granted to strangers.

The *Academy of Arts*, Rue Ste. Marguerite, contains a Museum of Paintings, which is well worth inspection, though the pictures, all of the Flemish school, do not number any very special examples. Sunday morning free; other days, 50 cents.

Hospitals.—Ghent possesses 21 hospitals, civil and military. The principal of these is the Byloque, founded in 1225, and capable of containing 600 sick. In the church attached to it, Jacques Van Artevelde was buried. The Military hospital is situated near the church of St. Martin.

Theatre.—A magnificent theatre has been lately erected at the corner of the Place d'Armes, or Kouter. The salon, concert hall, and ball-rooms are beautiful in their construction and decoration. It was erected at a cost of £100,000.

Louis XVIII. waited here, by the Duke of Wellington's advice, before Waterloo, "that he might be ready to go to England or Paris;" and here Rothschild, by watching at the king's door, got news of the victory, posted to London, and made a great sum.

The commerce and manufactures of Ghent are very extensive and various; the most important of the latter consist of cotton weaving, bleaching, and printing, cotton spinning, lace making, cloth working, gin distilling, sugar refining, soap

making, brewing, goldsmiths' work, paper making, and numerous other branches of industry, particularly the making of masks, of which large quantities are exported all over the world. There is also a superb iron foundry and engine manufactory, called the Phœnix, founded 1821 by M. Huytens Kerremans, in Ghent. Every day, in the morning, at noon, and in the evening, a bell rings, to announce to the workmen, who amount in number to 1,500 and upwards, the hour of going to work. While this bell is ringing, none of the bridges are allowed to be turned, lest they should intercept the passage of the industrious artizans.

The environs of Ghent are pleasant and fertile, abounding particularly in corn, flax, madder, and tobacco. Outside the Porte de Courtrai are numerous country houses, and the road is bordered with pleasure gardens. In the neighbourhood of the gate of *St. Lievin* is found a transparent stone, resembling the flint of Fleuris.

The fairs held at Ghent commence on the 16th March, and continue for eighteen days; 10th July, seventeen days; 9th August, one day; and 3rd October, two days.

A communication between the sea and Ghent exists by means of a canal, which enters the Scheldt at Terneuse. This ensures all the advantages of a seaport to the city. Vessels drawing eighteen feet of water can enter the basin. About fourteen miles north, at Sas van Gent, are sluices, by means of which the entire country can be laid under water.

GHENT TO ANTWERP, see Route 10. Six other lines run to Selzaete, Hecloo, Bruges, and Ostend; Thourout, Oudenarde, Malines, &c.

Ghent to Mechlin and Brussels.

Leaving Ghent, the railway after crossing the Scheldt is carried along the south side of it. The scenery is uninteresting, and such as usually characterises the environs of a great and populous city, until we arrive at

Melle (Station), on the Escaut or Scheldt. Population, 1,900. The routes from Brussels to Ghent, and from Ghent to Mons by Grammont here join. From this station to Wetteren the line describes an immense curve, following the bend of the Escaut, on whose surface can be seen the boats as they sail up and down the river.

Wetteren (Station). A charming village, or rather town, the capital of a canton, situated to the right of the railway, on the right bank of the Escaut. Population, about 11,102.

At **Schellebelle** the direct line to Brussels diverges to the right, passing through

[**Alost (Station)**—*Hotels:* De Flandre; Duc de Brabant; Mille Colonnes. Population, 24,479. On the river Dendre, the chief town of the district of East Flanders, said to owe its origin to a fortress built by the Goths in 411.

The old *Town Hall*, a fine Gothic edifice, built in 1216, was unfortunately burnt in 1879. The *Church* of St. Martin was built by the same architect as the cathedral of Amiens, and contains a fine picture by Rubens, representing the "Plague of Alost." From here a branch goes off to Antwerp, *viâ* **Opwyck**, on the Assche and Termonde line; **Londerzeel**, on the line from Ghent to Malines; **Boom**, and **Hoboken**. Rail also from Alost to Renaix and Tournai. For the line from Alost to Brussels, see page 23.]

Leaving **Wetteren**, the road passes the Molenbeek, a stream flowing into the Escaut.

Wichelen (Station). A small commune to the right of the railway, with a population of 2,547 inhabitants. This station is the point-d'arrêt for each train. On quitting this place, the railway proceeds through a rather uninteresting piece of country, passing the stations of Schoonaerde and Audeghem and arrives at

Termonde (Station), or **Dendermonde.**
Inns: Plat d'Etain; Aigle; de la Demi-Lune.
Population, 8,863.

An ancient town, said to be earlier than the time of Charlemagne. It is situated at the mouth of the river Dendre, at its confluence with the Scheldt. The inhabitants have a taste for the fine arts, and access may be obtained to the private collections. David Teniers married in this town, and resided here for several years. The population is chiefly engaged in the hemp and flax trade. Hotel de Ville of the 14th century, formerly the Cloth Hall. The church of Notre Dame will

repay a visit. It is a low, old building, surmounted by an octagon tower, and contains a Crucifixion and Adoration of the Shepherds, by Van Dyck, and a Virgin and Saints, by Crayer.

[From Termonde, a line of 9¼ miles goes off, *via* **Grembergen** and **Hamme**, to **St. Nicolas** (page 58).

From **Baesrode (Station)** near Termonde, the State line from Gand to Antwerp goes to **St. Amand, Puers, Boom, Contich,** and **Antwerp.**]

Malderen (Station). A commune containing 1,952 inhabitants, situated at the extremity of the province of Brabant.

Capelle-au-Bois (Station). A little village of no importance. Leaving at a short distance from here the province of Brabant, we enter at Hombeck the province of Antwerp. Passing the ruins of the famous valley of Seliendael, we arrive at

MECHLIN (Station)—French, *Malines;* German, *Mecheln;* Flemish, *Mechelen.*

The Malines station is fifteen minutes' walk from the town, which is one of the most picturesque Flemish cities. An obelisk is here erected to mark the point where the various Belgian lines of railway diverge to Brussels, Ghent, Antwerp, Liége. A line to Terneuzen (p. 25) was opened 1871.

Population (1890), 50,962.

Hotels: Buda; de la Coupe; Beffer; Cheval d'Or; de la Grande Cigogne; Campine; Couronne; Buffet.

Mechlin is a large town in the province of Antwerp, divided by the Dyle into two parts. It is equidistant from Brussels, Antwerp, and Louvain.

The streets are broad, and bordered in many places by good buildings.

The river Dyle passes through the town, and has an ebb and flow of tide for more than a league beyond Mechlin, in the direction of Louvain.

This town dates its origin as far back as the fifth century, and was long a subject of contention between the lords of Brabant and Flanders.

The *Lace* produced at Mechlin is considered second only to that of Brussels, from which it differs principally in being made in a single piece, by means of bobbins, by which the entire patterns are produced at once, instead of being worked gradually by the hand; and hence it is stronger than the Brussels lace, though inferior to it in delicacy of workmanship.

The principal building of Mechlin is the *Cathedral*, which is the metropolitan church of Belgium. It is dedicated to St. Rumbold, who was assassinated by the Pagans, in 755, in the chapel of St. Stephen, which stood near the site of the present edifice. The cathedral was commenced in the latter part of the twelfth century, but was not finished until the year 1513. The choir is of 1366; the great nave of 1487. The tower was begun 1452; and the round *Tower* which surmounts the building is almost entirely composed of buttresses, which give it, when seen from a distance, the appearance of a fragment of a colossal fluted column. It was built with the funds supplied by the offerings of the pilgrims, who came in crowds to Mechlin, to share the advantages of the jubilee and general indulgence proclaimed by Pope Nicholas V., on the occasion of the war in the East, which however terminated the very next year in the annihilation of the Eastern Empire, and the occupation of Constantinople by the Turks, under Mahomed. It was from this jubilee that the town acquired the name of "Malines l'heureuse," as it has since, from its great cleanliness, been named "Malines la propre," but it is now often called "la tranquille."

This tower, 325 feet high, has a clock face 144 feet in circumference. The view from the summit over the surrounding country is extensive, comprising the towns of Antwerp, Brussels, and Louvain. It was originally intended to surmount the tower by a vane of copper gilt, which would have increased the height nearly one-third but the project has never been put into execution, and the tower remains unfinished. The effect occasioned by the reflection of the moon on this tower, which gives it the appearance of being on fire, was the origin of the proverb of the wise men of Mechlin, who try to extinguish the moon; the bare mention of which, to an inhabitant of the town, would even now excite an irritation not easily to be appeased. The interior of the cathedral presents nothing worthy of notice except the altar-piece, which is by Vandyck; its subject is the Crucifixion. There are some other paintings,

The exterior grand front is ornamented with several statues, amongst them are Faith, Hope, Charity, and the Apostles. Its carillons or bells, which are noted, were constructed by Van der Gheyn, an artist of the eighteenth century, author of "Morceaux Fugués."

In the church of *Notre Dame*, behind the grand altar, is the *Miraculous Draught of Fishes*, painted by Rubens, expressly for the Guild of Fishmongers, and considered one of his finest productions. In the same church are also a few other pictures. The traveller must take care not to confound this church with that called *Notre Dame d'Hanswyck*, which is remarkable for its beautiful cupola, and also for its carved pulpit, representing the temptation and fall of Adam and Eve. This church owes its origin to a miraculous image of the Virgin, which floated in a boat against the stream, until it arrived at the spot where the church now stands, when it approached the bank and remained firm; on which a sacred edifice to enshrine the image was immediately built; and, according to the story, the image repaid the devotion of the inhabitants by performing numerous and stupendous miracles, which soon attracted pilgrims and offerings, sufficient to repay the expense to which they had put themselves. This purpose being answered, the image does not appear to have continued to exert its miraculous powers, for tradition relates that it was destroyed by sacrilegious hands, when the town was pillaged, as above mentioned.

The church, formerly belonging to the Jesuits, and still bearing their name, deserves attention for its handsome Gothic front, and also for a series of paintings, forming a history of St. Francis Xavier, the Indian Missionary.

In the church of *St. John* are four fine paintings, by Rubens, representing the Adoration of the Magi, the Birth of Christ, the Descent from the Cross, and the Resurrection. In the vestry is shown Rubens' receipt for 1,800 florins, paid him for the work. This church has also some fine wood sculpture, by Verhaegen, and a good pulpit, with a remarkable group by the sculptor, Duquesnoy.

The church of the *Béguinage* has some good paintings by Van Loon, Crayer, Quellyn, Boyermans, &c., and a splendid ivory crucifix, said to be the work of Duquesnoy.

The church of *St. Catharine* is chiefly remarkable on account of its paintings, some of which are good, including an Adoration, by Morecls, held in high estimation by Rubens.

The *Tribunal* (restored) was the palace of Margaret of Austria.

The streets of Mechlin are wide and handsome, particularly that called Den Bruel, in which is the splendid Hotel belonging to the Commander of Pitzembourg, of the Teutonic order. It was inhabited both by Louis XIV. and Louis XV. The magnificent garden is now open to the public. Near the Antwerp Gate is a small convent of Béguines, which deserves attention.

Near the Town Hall (of the fifteenth century) are the *statue* of the Regent Margaret of Austria, and a Museum in the *Schepenenhuis*, containing civic antiquities (50 cents.). In and about the Rue Serment de Fer are several fine old 16th century buildings, especially the Hotel Salm.

Mechlin also possesses a college, a public seminary, the catholic University, as well as some societies for the cultivation of literature and the fine arts. The principal articles manufactured here, in addition to the lace which has been before mentioned, are leather, jewellery, many kinds of woollen and cotton stuffs, hats, combs, pins, oil of colza, and flax. John Bol, one of the earliest miniature painters, and Michael Coxie, an historical painter and pupil of Raphael, and Frans Hals, were natives of this town. The boulevards replacing the ancient ramparts are the general rendezvous of the townspeople. There are two *Fairs* of fifteen days each, commencing the first Sunday after the 1st day of July, and the second on the 1st of October, for all kinds of merchandise; and on the Saint Saturday in October is a well-frequented horse and cattle fair.

On leaving this station for Brussels the rail crosses the Louvain Canal. The first station is Weerde, and near Eppeghem station, but scarcely visible, is the chateau of Rubens, at *Steen*, of which he was proprietor.

Vilvorde (Station). A small, healthy town, of 8,825 inhabitants, situated between Malines and Brussels. It is one of the most ancient in Belgium,

and is much visited by philanthropists desirous of inspecting the great prison or *Penitentiary*, built in the suburbs of the town. The Church of Vilvorde contains some exquisite carvings in wood. In this town, **Tyndale**, the first English translator of the Bible, suffered martyrdom in 1536, crying out, "Lord, open the King of England's eyes."

The route on leaving the last station takes in the view of many beautiful country seats, spread along the banks of the canal leading to Brussels. To the right, as we approach Brussels, is seen the **Palace of Laeken**, belonging to the King of the Belgians, some time the residence of his sister, the widow of the Emperor Maximilian of Mexico. This palace was originally built for the Austrian Governor of the Netherlands. It was afterwards inhabited by Napoleon, and is remarkable as being the place where he planned his Russian campaign. It is enclosed by magnificent gardens and a park, in which Leopold II. has erected a large and handsome observatory. The late queen, Louise Marie, is buried here (1850). A statue of Leopold I. stands under a Gothic cross. A statue of Madame Malibran is erected in the cemetery at Laeken, where she is buried, her husband having brought her body from Manchester. The statue is by Geefs, and is placed in a kind of temple. A beautiful and lengthy avenue of trees (l'Allée Verte) extends from Laeken to Brussels. The railroad traverses the opposite side of the canal, and near the Botanical Gardens, opposite the Rue Neuve at the Port de Cologne, enters

BRUSSELS, see Route 6.

ROUTE 2.

Lille to Brussels.

Viâ Tournai, Ath, and Enghien.

From Lille to the French frontier at **Baisieux** (Douane) is only 7¼ miles, and three miles further on is **Blandain**, where is the Belgian Douane. From here it is only about six miles to Tournai, on nearing which a good view of the city is obtained. A beautiful *coup d'œil* is formed by the bridges, towers, houses, and rivers, all identified with some historical event. The new station is situated on the Boulevard des Nerviens, opposite the Place Crombez.

Tournai (Station). *Flemish*, **Doornik.**

Hotels: De l'Impératrice; de la Petite Nef; des Neuf Provinces.

A fortified city, in Hainault, on the Scheldt. The town itself is indifferently built, and has a gloomy aspect; it contains a population of 35,403, who are engaged in the manufacture of Brussels carpets.

The Roman *Civitas Nerviorum*, afterwards *Turnacum*, it was the residence of Merovingian Kings. Henry VIII. captured Tournai in 1513, and bestowed it upon Cardinal Wolsey, who yielded it up to Francis I., and persuaded his royal master to sell the town to the French King, influenced by the promised interest of that monarch to obtain his elevation to the papacy. It was made over to Spain by the treaty of Madrid, 1525. Of the public buildings, the *Cathedral* (11th, 13th, and 14th centuries) is the most celebrated; it is one of the oldest and finest in the country. The sculptures of the portal are interesting. The choir is of a remarkably bold and striking nature; the pulpit is a gem, by Gilis, and the shrine of St. Eleu Marcus a masterpiece of workmanship in gold. There is also a beautiful gallery, by Lecroux, of Tournai, and four genii, the gems of the place, by Duquesnoy. The pictures are, a Purgatory, by Rubens, and a Crucifixion, by Jordaens.

The *churches* of St. Quentin, St. Piat, and St. Jacques are interesting specimens of the primitive Gothic style. The Church of St. Nicholas du Chateau is of remarkable architecture, and possesses some fine pictures.

The *Public Library* contains 20,000 volumes, and several curious illuminated manuscripts. The cabinet of natural history, in the museum at the Hôtel de Ville, is worthy of notice. There are also some good paintings and fine ivory carvings, in a small gallery at the same place.

Five miles south-east of Tournai, to the right of the post road to Ath, is the battle-field of **Fontenoy**, seen immediately after passing the village of Bourquembrays. In this spot was fought the battle between the English, Dutch, and Austrians, commanded by the Duke of Cumberland, and the French under Marshal Saxe.

Quitting Tournai, the following stations, none of which is of any importance, are met with:—

Havinnes, Bary-Maulde, Leuze (where the lines from Renaix and Mons come in), and **Ligne.** After which we arrive at

Ath (Station)—*Inn:* Duquesne. Population, 9,476. A town on the Dendre, 21 miles from Tournai. A terrible fire in 1433, a hurricane in 1600, and an earthquake in 1691, and other disastrous events, dismantled Ath of all her monuments, &c. St. Julien's Tower and the Parish Church alone escaped the conflagration. Ath has sustained many deadly sieges. The fortifications constructed in 1815 were afterwards much strengthened. A line goes down the Dendre to Grammont and Alost, past **Lessines (Station)**; where a branch strikes off to **Ollignies (Station)**, 3¼ miles, and **Bassilly (Station)**, 6¼ miles. Another line is open *viâ* **Vaudignies-Neufmaison (Station)** to **St. Ghislain (Station)**, page 47, near **Blaton (Station).** At Meslin l'Evêque, near Ath, the cultivation of the mulberry and silkworm has been introduced with much success. The *Beloiel*, 6 miles from Ath, not far from the road, is famous as the patrimonial estate of the Prince de Ligne—illustrious in the triple capacity of diplomatist, soldier, and author. The château contains a fine collection of pictures and historical relics, and is usually open to visitors. At a short distance from Ath, on the direct line to Brussels, *viâ* Hal (see below), is

Enghien (Station). A town containing about 4,198 inhabitants. The beautiful park and gardens surrounding the chateau of the Duke D'Aremberg, destroyed during the French Revolution, deserve notice. See below for continuation of present route.

[The old route to Brussels formerly passed by **Maffles, Attre, Brugelette, Lens Stations,** to **Jurbise (Station).** A small commune, with a population of 1,105 souls. It is about 8 miles from Mons by railway. (See Route 7).

Soignies (Station).

Hotels: Del'Ange; des Voyageurs; des Trois Rois.

The chief town of a canton of the province of Hainault, on the Senne, in the district of Mons. with a pop. of 8,488. Its origin is ancient. The *church* of St. Vincent is believed to be the most ancient in Belgium; from its shape, and the style of its architecture, it is certainly one of the most curious. The beautifully sculptured stalls are worthy of notice. The *College* of Soignies is one of the most renowned in Belgium; it is still well attended. The principal trade carried on is in the quarrying of the stone, known as that of Soignies. It gives name to the forest towards Waterloo.

Braine-le-Comte (Station). - *Flemish,* s'Graven Brakeel.—*Hotel:* De la Station. Pop., 8,176. A small ancient town of Hainault, in the district of Mons. It is said that Brennus, the Gaul, 50 years before Christ, founded a fortress and tower upon the site of the present church. The Parish Church has a stone tabernacle at the choir, a fine piece of sculpture, but much disfigured with gilding and painting. The front of the convent of the Dominicans is an elegant structure. The manufactures are chiefly cotton spinning and lace thread spinning. On the right the line turns off to Charleroi and Namur; on the left to Enghien, Grammont, and Gand.

The surrounding district here is celebrated for the superiority of its flax, the best grown anywhere. It is employed in the manufacture of Brussels lace. To the north-west, a few miles distant, is **Steenkerke,** the spot where the Duke of Luxembourg defeated William III., with a loss of 7,000 men, in 1692.

Quitting the last station, the railway pierces the tunnel of Braine-le-Comte, and enters a deep cutting, passing *Heunuyères,* a commune of the province of Hainault; and *La Gennette,* where Jean Jacques Rousseau died, in 1741; after which it arrives at

Tubize (Station). A commune in the district of Nivellos, in the province of Brabant, with a population of 4,490 souls. Branch to **Robecq.**

Lembecq (Station). A town containing 3,762 inhabitants, with no objects of interest save its old chateau and its numerous distilleries. The next Station is Hal (see below).]

The present **Direct Line** runs from Enghien through **Saintes** to

Hal (Station).

Hotels: Des Pays Bas; Canal Charleroi; Belle Vue.

A pretty town of 9,580 inhabitants, built partly on the Senne, and on the canal Charleroi, having no objects of particular interest, save the

Belgians, in exchange for Venloo, and in compliance with the treaty of the Quadruple Alliance.

The Polders are seen on the left bank above Fort Liefkenshoek. These remained under water during the contest with the Dutch. Before arriving at Antwerp, we pass several other forts. The Duke of Parma, in 1505, threw across the Scheldt his celebrated Bridge, 2,400 feet long, between the Callto on the left, and Oordam on the right, closing the navigation of the river, and so cut off all supplies from the besieged city, which chiefly caused it to surrender.

A foreign engineer, residing at Antwerp, invented fire-ships, which were sent against the bridge and blew up one of the stockades.

Opposite the *Fort of St. Laurent*, immediately below Antwerp, a young Dutch officer, Van Speyk, blew himself up, with his crew and ship, rather than surrender to the Belgians, 1830. A monument has been erected to him by the Dutch, and a painting depicting the event is to be seen in the Royal Palace at Amsterdam.

ANTWERP (Station)—in French, *Anvers*; 60 miles from the sea, 27¼ from Brussels, 32 from Ghent, 150½ from Cologne, and 258¾ from Paris.

Population (1890), 227,225, with suburbs.

Hotels:

Grand Hotel—First-class family hotel, well conducted. Deservedly patronised by English travellers. Situated in the centre of the town. See Advt.

Hotel St. Antoine—well situated, first-class hotel; highly recommended.

Hotel des Flandres—a very good hotel. Great attention shown to visitors.

Hotel du Grand Laboureur, Place de Meir, first-class hotel.

Hotel de l' Europe, on the Place Verte, close to the Cathedral; exceedingly good in every respect.

Hotel de la Paix, Rue des Menuisiers, in the centre of the town.

Hotel du Commerce, Rue de la Bourse, second class hotel.

Hotel de Hollande; Hotel du Courrier; Hotel du Grand Miroir.

Ship Brokers, Messrs. Kennedy & Hunter, agents of the General Steam Navigation Company.

Post Office is in the Place Verte. *Resident British and American Consuls. English Church*, Rue des Tanneurs.

The Railway Station for Brussels, Aix la-Chapelle etc., (Gare de l'Est), is about a mile from the quay—a special train for this station leaves the quay from alongside steamer at 9-20 or 10-50 a.m.; if necessary the train waits until 12-20 p.m. The "Sud" station is on the Quay. The "Tête de Flandre" station, direct line for Ghent, is on the opposite side of the river, steam ferry across.

The commercial capital of Belgium, situated on the banks of the Scheldt, celebrated for its magnificent Docks, which are capable of receiving 2,000 ships. Commerce is increasing, in consequence, it is said, of its leaving Havre. Notwithstanding some increase in the number of steam vessels belonging to the port, much of the sea traffic is still carried in foreign bottoms. The South Citadel has been moved to give better accommodation; and the port and quays have been enlarged. A new dock is in progress. Tonnage, nearly 4,500,090.

Objects of Attraction to be seen in Antwerp:—1. The Cathedral and Quentin Matsys' Well; 2. Church of St. Jacques; 3. Rubens' House; 4. Church of St. Paul—Paintings and Calvary; 5. Church of the Augustines—Pictures by Rubens, Vandyck, and Jordaens; 6. The Museum—Fine Collection of Ancient and Modern Paintings, well worth visiting; 7. Statue of Rubens, Place Verte; 8. The Citadel; 9. Zoological Gardens, near the railway station; 10. Statue of Teniers, near the statues of Buduognatus, the Belgian chief against Cæsar, in Boulevard Leopold; and King Leopold, near it. Also Statues of Schoonbeke and Carnot. Teniers, Neefs, and Snyders, are other artists of the Antwerp school, whose works may be looked for; 11. Oudheden Museum (antiquities); 12. The Musée Plantin.

Tradition ascribes its origin to a giant, who inhabited a fortress on the banks of the Scheldt, and exacted a heavy tribute from all who wished to cross the stream, under pain of losing their right hand. This continued until Brabon (who gave his name to Brabant) succeeded in destroying the monster, whose right hand he cut off, and threw into the river; whence the residence of the giant obtained the name of Handwerpen, from handwerpen, to throw. The memory of this fabulous legend is preserved in the city arms, which contain two amputated hands, and a triangular castle.

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Magi, by Albert Dürer; Portrait of St. Ignatius surrounded by a garland of flowers, by Seghers and Schut. Some of the wall paintings are by De Keyser. The Chair of Rubens is likewise preserved here, and in an adjoining apartment is a fine collection of casts. In the garden of the Museum are several busts, and a bronze statue of Mary of Burgundy ornaments her tomb. She was drowned in attempting to save the life of her dog, whose image likewise forms part of the monument. Open 10 to 4; Sundays and Thursdays free; other days, 1 franc. Catalogue 4 francs, a shorter one, 1 franc. Attached to the Museum is a Gallery of Modern Paintings.

The *Académie des Beaux Arts*, for paintings, sculpture, architecture, and engraving, which was originally founded in 1454, and was taken under the immediate patronage of royalty in 1817. A society for the encouragement of the fine arts has long been established, which distributes prizes every third year to artists of merit; the allotting of the prizes is preceded by an exhibition, to which none but the works of living and native artists are admitted.

Oudheden Museum (antiquities) of old furniture, arms, pictures, &c., at the Steen, a remnant of the old castle, near Fishmarket.

There are several private *Collections*, which are shown to travellers with great readiness; the most remarkable is that of M. Van Lancker, in the Place de Mer, which is rich in most carefully selected specimens of the best masters. There is also a Museum of Natural History in the Rue du Convent, which is worthy of attention.

The *Citadel* (which has been pulled down and replaced by strong lines of modern fortification, surrounding the town), was originally built in 1568, by Pacciotto and Cerbelloni, under the direction of the Duke of Alva; it was of immense strength, in the form of a pentagon, with six bastions, which command each other, and are defended by deep and broad trenches. This fortress formerly contained the Bagne, or place of detention for criminals condemned to hard labour. It contained 15 wells, and a handsome Church, in which protestant service is now performed. When Carnot was governor of Antwerp, under Napoleon, he spared no pains to strengthen these fortifications, and succeeded, as he thought, in rendering them impregnable, but they opposed a very ineffectual resistance to the progress of the English arms in 1814, when the town was taken, after a bombardment which nearly destroyed the whole of the docks.

But the event which gave the old citadel of Antwerp its great interest in modern times, was its siege and surrender to the arms of France at the close of 1832. From the period of the revolution, which divided Belgium from Holland in 1830, the Dutch had retained possession of the citadel, which commands not only the navigation of the Scheldt, but holds the entire city of Antwerp at its mercy. The forts below the town were also in the hands of the Dutch, under General Chassé; so that the late monarch had the control of the commerce of Antwerp as effectually as at any period during his reign. To put an end to the incongruous state of things, after upwards of two years spent by Great Britain and France in fruitless endeavours to effect a pacification between the parties, these two powers resolved upon employing force to compel the King of Holland to relinquish a position which gave him so decided an advantage, and which also kept both countries in a state of agitation and warlike preparation, the evils of which were not very inferior to those of war itself. A combined English and French squadron was therefore despatched to blockade the mouth of the Scheldt by sea, while an imposing French force, under Marshal Gerard, proceeded to lay siege to the citadel and the adjacent forts by land.

The French army was much larger than was deemed necessary for the mere reduction of the fortress, but the Prussians had established a large corps of observation on the right of the Meuse, and the King of Holland, on his side, had levied a powerful force, which was kept ready for action within a few leagues from Antwerp; consequently, in order to be ready for every contingency, the army under Marshal Gerard was such as to ensure its success; it consisted of nearly 50,000 infantry, 6,000 cavalry, and a tremendous train of artillery. The siege of 1832 commenced on the 29th November, and terminated on the 23rd of January, 1833, in the surrender of the garrison. The French, under Marshal Gerard, amounted to 66,000 men. The late Duke of Orleans commanded the troops in the trenches. The best proof that could be given of the determination and bravery with

which General Chassé and his 4,500 men had defended the trust confided to him, was found in the state of the fortress when entered by the victors; all the places which had been built and considered bomb-proof were discovered to be in a state of utter devastation; and even the hospital which contained the sick and wounded, and amputated soldiers, and which was so placed as to be, at least comparatively secure, was found to have been so injured as to threaten momentarily to fall upon the heads of the inmates; the loss of the besieged was stated at 90 killed, 349 wounded, and 67 missing; that of the French, 108 killed and 687 wounded. The order of the day of the French Marshal stated that 14,000 metres (between eight and nine miles) of trenches had been opened during the siege, and 63,000 cannon balls fired at the citadel.

The *Park*, on the site of an old fortification, contains a statue of Quentin Matsys, and the *Loos Monument*, a statue of Antwerp, with allegorical figures.

The *Hotel de Ville* is situated in the principal market-place. It was built in 1557-65, and after partial destruction by the Spaniards, restored in 1581, and enlarged in 1713, by pulling down twenty-nine houses. It has a carved front of 280 feet, and is adorned with statues of the Virgin, Justice, and Prudence, with their attributes. In this building is an extensive collection of ancient and modern Pictures. Admission, 1 franc, before 9 a.m., or after 4 p.m.

The *Bourse*, which was burnt down 1858, was principally remarkable as having been the model from which Sir Thomas Gresham formed his design for the Royal Exchange of London; it was finally completed in 1584. The handsome new Exchange is by Schadde. It is larger than the old one, but in the same style, and is 180 feet long by 135 feet wide.

The form of the City of Antwerp resembles a strung bow, the string being represented by the Scheldt; it contains fine broad avenues and public squares, of which the most beautiful is the Place de Meir, in which is the Royal Palace purchased by Napoleon and furnished by him for his own residence. It contains a few fine paintings. In the Place Verte, a square handsomely planted with trees, are held on the 17th of May, and on the 16th of August, fairs which last 30 days, for merchandise of all kinds; here also is the handsome building inhabited by Carnot, while governor of Antwerp.

In a small court out of Place Vendredi, is an old House, the front of which is embellished with a figure of Hercules accompanied by a woman, bearing the inscription "Labore et Constantia." It was from 1565 the printing office of Christopher Plantin (printer to Philip II.) and his successor, Moretus. The house, with its treasures, was sold by its last owner to the city, and now forms the *Musée Plantin*, containing the old furniture, 14,000 letters of scholars, some of their portraits, with the Polyglot printed by Philip II. Open 10 to 4, Saturdays excepted, 1 franc. This exhibition is *unique*, and should certainly be seen. In Rue Leys is the handsome House of the late Baron Leys (born here 1814), containing his frescoes and other works. Some of his productions are in the Town Hall. The house where Rubens lived from 1590 to 1600 is in Place de Meir, a portion of the house where he died, 1640, still exists, at No. 7, Rue de Rubens. His country house was at Steen. His tercentenary was kept 1877. He executed 2,700 works (700 being drawings and sketches), of which 300 are lost.

The town also contains several Theatres, the new Flemish one being remarkably fine, a new National Bank, Palais de Justice, an Athenæum, a Botanic Garden, a Foundling Hospital, and one of the best Zoological Gardens in Europe. Kursaal on the opposite side of the river. There are numerous associations called "harmonies." Public Baths in the Place Verte and in the Esplanade.

Antwerp is the birth-place of Crayer, Rubens, Vandyck, Jordaens, the two Teniers, and Ommegank, all painters of the first class; Edelink, the engraver; Ortelius, the geographer; Grammage, Butkens, Sanderus, and Vanmeteren, historians; Moretus, the printer; and Stockmans, whose legal decisions are of the greatest authority in the Belgic courts. The Park is situated just outside the gate leading to Brussels. About 8 miles south-west is **Rupelmonde**, with its statue to the inventor of Mercator's map. On the line to Maestricht is **Lier**

Justice. The Botanical Gardens, and the "Musée Wiertz," near the Parc Léopold and the Luxembourg station. The Fontaine de Brouckère at the Namur Gate. The Bois de la Cambre. Finally, the Park, with the Palais Royal, the Palais des Académies, and the Palais de la Nation.

The old city of Brussels, called in French, *Bruxelles*, and in Flemish *Brussel*, is in the form of a pear, and is built partly on an acclivity, once covered by the forest of Soignies, and partly on a plain. Its name has been derived from *Brug-Senne* (bridge over the Senne), but the word Bruesella is found as early as the 8th century, and this shows the present form to be very old and probably the original. The climate is temperate, and, although extremely variable, and somewhat moist, it is healthy, particularly in the higher part of the town. The manufactures of Brussels consist principally of its far-famed lace; bronzes; carriages; printing and hanging papers; horse hair and woollen stuffs; painted porcelains; furniture and soaps. There are also lithographic and printing establishments, especially for books.

The *Place Royale*, near St. Jacques Church, is one of the beautiful architectural creations of the last century, by the architect Guimard. It presents a monumental aspect, and is remarkable for the grand regularity of its appearance. On one side it opens to Rue Royale and the Royal Palace; on the other, to the Palace of the Count of Flanders (the king's brother), Rue de la Régence, and the Palais de Justice. An equestrian *Statue of Godfrey de Bouillon*, the celebrated chief of the first Crusade, adorns the square. It is a fine work of art in bronze, by M. E. Simonis.

The *Park* is an enclosure in the higher town, forming a square divided into avenues, lined with trees and intersected by beautiful walks ornamented with statues. It has three principal walks, planted with lofty trees. It was one of the chief scenes of action in the revolution of 1830. A fine basin in the centre, and another in the principal avenue, with a beautiful fountain, add to the attractions of this delightful spot. At the N.E. corner is the *Théâtre du Parc*, and an enclosure called the *Vauxhall*, where the Opera Band gives a concert every evening at eight o'clock, May to September. Admission 1 franc.

The following are the principal buildings surrounding the Park:—

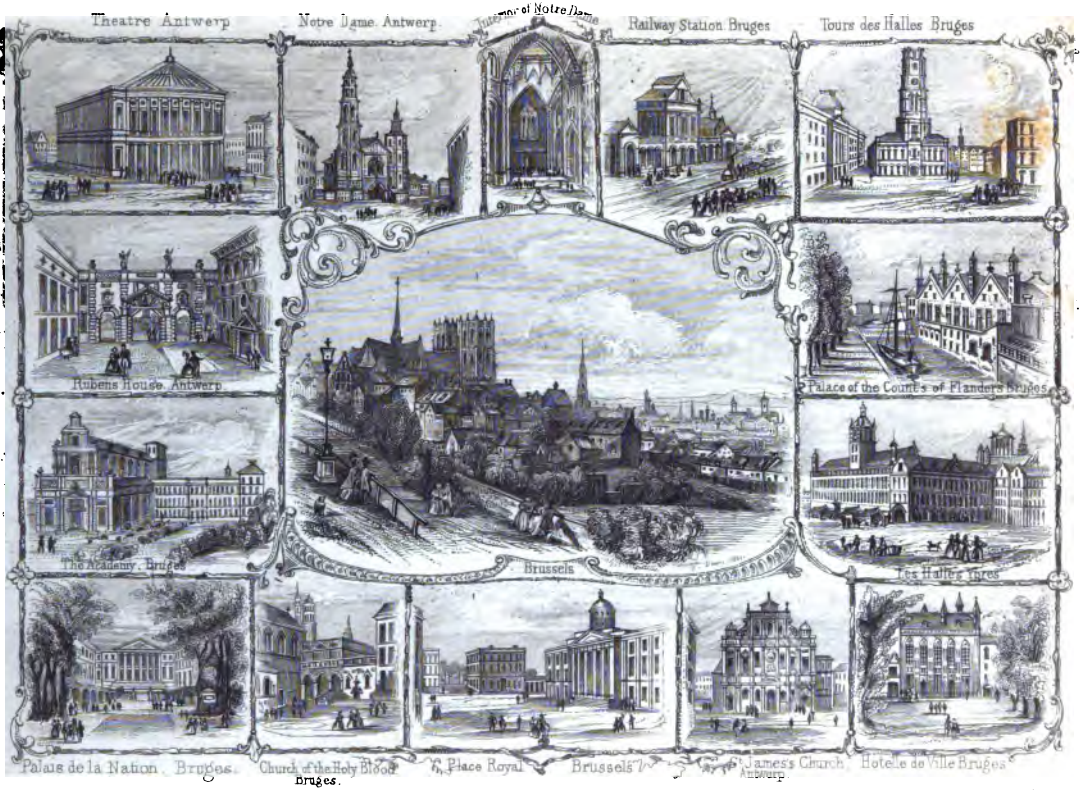
The **King's Palace.**—A large and vast edifice, which is now being completely remodelled. Its interior, visible only in the absence of the King, is magnificently furnished. Under the French, this Palace was the Hôtel de la Préfecture. Napoleon and the Empress Josephine lodged in it in 1807, and Maria Louise in 1811. It has several suites of very noble rooms, and has been considerably enlarged by Leopold II. A flag is hoisted when the King is there.

The *Gallery of Paintings* collected by King Leopold is well worth visiting; moreover, there are several paintings of peculiar interest to English visitors, viz.: a portrait of the lamented Princess Charlotte, a beautiful one of the late Queen of the Belgians, several others of great merit and interest; for instance, those of the King of the French and his Queen, Marie Amelie; and last, though not least, two full-length portraits of Queen Victoria and Prince Albert, by Winterhalter.

The *Palais des Académies*, formerly *Palace of the Prince of Orange*, is close to the King's Palace. The late King of Holland erected it at the cost of the city, and presented it to that Prince. It is now Government property, and contains 12 wall paintings of Belgian history, by Slingeneyer; also a Museum of Casts. A statue of Quetelet, director of the Observatory, stands in front.

The *Chambers of Representatives*, or Palais de la Nation, are situated in the Rue de la Loi. They were built by the Empress Maria Theresa. The Senate House is adorned with a series of nine subjects from Belgian history, including Charlemagne, Godfrey of Bouillon, Charles V., &c., by M. Gallait, the celebrated historical painter. Strangers are admitted during the debates. The part containing the Chamber of Deputies and the Library was burnt down 1883, and rebuilt in 1885.

At the end of the Rue de la Loi is the *Palais du Cinquantenaire*, a part of which contains the *Musée d'Art Monumentale et Industriale*, open daily, 10 to 4. Here are collections of casts of sculptures, of decorative arts, stained glass, &c., and a Museum of Ancient Industrial Art, also the National Education Museum.


Theatre Antwerp
Notre Dame. Antwerp.
Railway Station Bruges
Tours des Halles Bruges
Rubens House. Antwerp
Palace of the Counts of Flanders Bruges
Brussels
The Academy. Bruges
Les Halles Ypres
Palais de la Nation. Bruges.
Church of the Holy Blood
Bruges.
Place Royal
Brussels
James's Church
Antwerp
Hotelle de Ville Bruges

Musée, in Place du Musée, near Place Royale, a pile of buildings, which includes the Gallery of Modern Pictures; the Historic Gallery; the Palais de l'Industrie; the Natural History Collection; the Royal Library; and the Palais des Beaux Arts, in Rue de la Régence, where the ancient pictures are now located. In the square is Jehotte's statue of Duke Charles of Lorraine. The *Protestant Church* is in the Ancienne Cour, adjoining it.

The only object of attraction at the *Musée* is the Picture Gallery, which contains a good collection of modern Flemish paintings. No catalogue. New purchases are continually being made, and the galleries include works of Wappers, Gallait (Taking of Antioch and Abdication of Charles V.), Biève (Compromise of the Nobles, with portraits of Egmont, &c.), De Keyser, and Verboekhoven, all well worth attention, as specimens of the modern *Belgian School*.

The fine new *Palais des Beaux Arts* is entered from the Rue de la Regence, and contains the sculptures and older paintings. Few of the important masters of the Flemish and Dutch Schools are unrepresented, some of the paintings being of great merit and value. The pictures are frequently re-arranged. There is a considerable number of works of the French School. Those of the Italian and Spanish Schools are comparatively few in number, and, excepting a Claude Lorraine (Æneas hunting with Dido), are not worth any special notice. Among the most remarkable of the Flemish and Dutch pictures are the following:—

Van Eyck (early Flemish School),—Adam and Eve, originally forming part of the celebrated Adoration of the Lamb at Ghent, and given to the State as unsuitable for a church, Erythræan and Cumæan Sibyls; Quentin Matsys,—St. Anne, Holy Family; Dieric Bouts,—The Judgment of Otho III.; Memling,—Portrait, a Crucifixion, the Burgomaster Moreel and his wife; Van der Weyden,—Chas. the Bold; De Crayer,—several large pictures; Jordaens,—head of an apostle, Eleazer and Rebecca; Rubens,—Adoration of the Magi, Madonna and Child, Archduke Albert and his wife, Assumption, The Via Dolorosa, Christ casting thunderbolts on the wicked, Venus in the Forge of Vulcan, Chas. de Cordes and wife; Vandyck,—St. Francis and St. Anthony, Burgomaster of Antwerp.

Dutch School. Teniers,—Temptation of St. Anthony, A Village Festival, The Five Senses, A Village Landscape; Jan Steen,—The Gallant Offer, The Haarlemmer Meer; Nic Maes,—Old Woman Reading; Frans Hals,—Portrait of William of Heythuzsen; Gerard Dow,—Himself Drawing a Cupid; G. Metsu,—Breakfast Scene; Hondecoeter,—A Crowing Cock. The collections of Painting are open to the public daily, including Sundays.

The *Royal Library*, Place du Musée, containing 20,000 Manuscripts, is well worth an inspection. The collection is an exceedingly valuable one, formed by the Dukes of Burgundy. The manuscripts are rich in precious miniature paintings, executed by Van Eyck's scholars. The Chronicle of Hainault, the Psalter of Louis de Mâle, and the illuminated Missal of Charles V., done for Matthias Corvinus, King of Hungary, should be seen; also an authentic copy of the Cyropædia of Xenophon, transcribed with his own hand, by Philip le Bon, for the use of his son, Charles le Téméraire, who lost it at the battle of Nancy. The Library contains 300,000 volumes, and has been formed by the union of the libraries of the State with that of Van Hultem, purchased at a cost of 315,000f. It is open each day, from ten to three. The reading-room is exceedingly comfortable. About 60,000 engravings are here, and a fine collection of medals (12 to 3).

Near the Parc Léopold is the Museum of Natural History. In it are a series of the volcanic products of Vesuvius, and of the fossils of Maestricht. There are two gigantic skeletons of Iguanodons from the coal measures of the Waine. Open daily.

Musée Wiertz, near the Station du Quartier Léopold—Contains some extravagant but fine productions; well worth visiting. Some of the principal are:—"Fight for the body of Patroclus" (No. 1); "The Last Cannon" (No. 52); "The Triumph of Christ" (No. 16); "The Lion of Waterloo" (No. 25); "The Rosebud" (No. 37); "Napoleon in the Infernal Regions" (No. 28); "The Dog in his Corner" (No. 96); "The Concierge" (No. 95); "The Precipitate Burial" (No. 19), a fine picture.

The *University*, near the Marché au Bois, founded 1834, by the Liberals, has nearly 45 professors, and the Ecôle Polytechnique, with a *Statue* of M. Verhaegens, one of its chief friends.

Hôtel de Ville, in the Grande Place, is unquestionably one of the most beautiful monuments of Brussels, and one of the most magnificent of Belgium's municipal palaces. It is situated in the lowest part of the town, but commands the admiration of all visitors. The structure was commenced in 1401 and finished in 1412, after the plan of an architect called Van Ruysbroeck, and is built in the Lombardo-Gothic style. The chief object of attraction of the building is the lofty *Tower*, of Gothic open work, 364 feet high, surmounting the principal façade. The tower, which formerly stood at the end of the building, is crowned by a gilt copper figure of St. Michael, which serves as a weathercock, and is 17 feet high. On the tapestries preserved in the interior, is represented the Abdication of Charles V., which took place in 1555, in the old Ducal Palace, burned down in 1733. This tower, so remarkable for its antiquity and architectural beauty, underwent repair in 1870, and is now restored to its original perfection. The carvings and ornamental work were effaced during the French revolution. Admission—Interior, 1 franc; Tower, with splendid view, 1 franc. The best time is before 9 a.m., or after 4 p.m.

The *Grande Place* is one of the most remarkable in Belgium, being a parallelogram, the four sides of which, though ornamented with buildings dissimilar in shape, and in the form of the architecture, are nevertheless consistent with the general plan. Opposite the Hôtel de Ville, we see the *Maison du Roi*, built in 1525, after a plan by Keldermans, architect to Charles V., and re-constructed in 1884, on the original plan. In this house the Counts Egmont and Hoorn passed the night previous to their execution, 1568, which took place in the Grand Square, and was witnessed, from a window, by Alva. In this house is situated the *Musée Historique Communal*, opened 1888. Several of the buildings around were Guild Houses, which belonged to corporate trades or companies, and embody the various forms of architecture brought into the Low Countries, viz., a compound of the Gothic and the Morisco, as remarkable for its lightness and boldness as for the beauty of its forms and the harmony of its proportions, introduced by the Spanish, who copied it from the Moors. At one corner of the Square is the Rue de la Colline, leading to the Galérie St. Hubert, a handsome arcade.

Near the Grande Place, on the Boulevard Anspach is a handsome new *Bourse* or Exchange, opened 1874. A large central market (Halles Centrales) stands behind this new Boulevard.

Behind the Hôtel de Ville, at the corner of the Rue du Chêne and Rue de l'Etuve, is the *Manneken Fountain*, supplied by water dribbling from a naked boy, who is so great a favourite that he is furnished with a valet and eight dresses for festival occasions. It dates from 1619, the model having been made by the sculptor Duquesnoy.

The *Collegiate Church of St. Gudule* is dedicated to St. Michael, patron of the city, and St. Gudule, niece of Pepin of Landen. The grand front, in the *Parvis St. Gudule*, is surmounted by two lofty towers, which would have been carried considerably higher had there been sufficient funds. The original plan was to have thrown an arch over them at their present elevation, and to have reared upon it a third steeple. The edifice is in a mixed style of architecture, partaking of the early pointed and transition. In the ninth century, the site of this magnificent church was occupied by a mill. Lambert, Count of Louvain, erected there a temple, which was finished in 1047, at which period the body of St. Gudule, which had been preserved in the church of St. Gery, was translated thither. A chapter of 12 canons was founded, which was afterwards carried to 22. Henry, Duke of Brabant, demolished this temple in 1220; the present structure was commenced immediately afterwards, but was not finished till 1275. Portions of the nave and the west towers belong to the 14th and 15th centuries; the chapel of the St. Sacrament is about 1539, and that of N. D. de Délivrance, about 1650.

It is of Gothic architecture, in the form of a cross, 345 feet long, and is divided into three aisles. The grand entrance is approached by a flight of 36 steps. It was formerly ornamented with paintings in water-colours, executed on the walls towards the close

of the art, and it is to be regretted that they have been covered over with plaster. The side aisles are separated from the nave by pillars that support the roof, which is very lofty. Against each pillar rests a statue, 10 feet from the floor. Those representing St. Peter and St. Philip are by Van Milder; those of St. Paul, St. Bartholomew, and St. Matthias are by Jerome Duqesnoy, and are very superior to the others; the statues of St. John, St. James the Less, and St. Matthew are the work of Tobias Faidherbe; and those of St. James the Great and St. Simon of Luke Faidherbe; the sculptor of that of St. Andrew is unknown.

The *Pulpit*, raised in the middle of the nave, is very remarkable. It was designed by Henry Verbruggen, of Antwerp, for the Jesuit Church of Louvain, in 1699. After their suppression, it was presented by Maria Theresa to the church of St. Gudule, 1776. This fine piece of sculpture may be said to be an epitome of Milton's sublime poem. Adam and Eve are represented, the size of life, as sustaining the globe; an Angel drives them from Paradise, and Death pursues them; the figure and countenance of Adam are admirably expressive. The cavity of the globe forms the pulpit, which rests on the tree of good and evil, laden with fruit, and decorated with appropriate animals; by the side of Adam are an eagle and an ostrich, and by that of Eve, a peacock, a parrot, and an ape. At the top of the tree is a canopy, supported by two angels, and by a female exhibiting the symbol of Truth. Beneath is the Virgin holding the Infant Jesus and a cross, with which they both crush the head of a serpent, whose body writhes about the tree.

Before proceeding farther, let us turn round to admire the Choir, lately erected in such a manner as to throw open the magnificent representation of the Last Judgment, painted on, or rather in, glass, by Floris, usually called Frank Flos, in 1528. This is superior to the paintings on glass executed by John Haeck, of Antwerp, which are seen over the two doors in front of the choir, and were in many cases the gifts of princes and princesses. The Organ, which is one of the finest in the country, was built by M. Davolder, of Ghent. In the aisles are eighteen pictures of inferior merit, representing the history of the Host, which, according to tradition, was in the year 1370 carried off, and stabbed by some Jews in their synagogue, situated in the Rue de Salazar, where, as we have already said, a chapel has since been erected. Five Jews were burnt alive on the occasion, on the spot which is now occupied by the hotel of the Duke of Aremberg. The mutilated host, from which blood is said to have issued, having been collected together, was restored with great solemnity, and from this period is dated the festival of the St. Sacrement des Miracles, which is celebrated every year, on the first Sunday after the 15th July. It is then, too, that the kermesse of Brussels is held. On the same occasion are exhibited, during several days, in the church of St. Gudule, some large and splendid pieces of tapestry, on which are storied the interesting tradition just mentioned.

The Chapel called that of the *Holy Sacrament of Miracles*, at the left of the grand choir, was built from 1533 to 1539 on the plan of Peter Wienhoven. It is of large dimensions, having four windows, (by far the finest stained glass in the building), beautifully painted by various artists. The old tabernacle, which was of massive silver, was removed in 1792. The new one contains a Remonstrance in the shape of a sun in solid gold, enriched by precious stones; in this are deposited several of the miraculous hosts. The design of the altar-piece is grand, but it is overcharged with ornament. Rubens furnished the plan of the altar-piece, which was formerly raised in the centre of the church. On the right side of the altar of the Holy Sacrament is placed the monumental stone which covers the tomb of the Archduke Albert, whose remains were deposited there in 1621, invested with a friar's habit, and of the Infanta Isabella, who was buried there in 1633, in the costume of a nun of the order of St. Clare. Several other members of the same illustrious house were afterwards entombed in this vault, but were taken up and translated to Vienna in 1749. The same tomb also encloses the remains of Prince Charles of Lorraine, who died at Tervueren in 1780, very deeply regretted by the citizens of Brussels. Between this chapel and that of St. Mary Magdalene, which is very lofty, is seen a piece of wood fixed to the wall; this is a fraction of the beam in which the miracu-

lous host was concealed during the troubles which lasted from 1579 to 1585.

Over the door of the Sacristy is a small half length figure of the Virgin, said to be the production of Francis Duquesnoy; whoever may have been the artist, it is considered a little *chef d'œuvre;* the Infant in particular being finished with exquisite beauty.

The *Chapel of the Virgin*, styled *Notre Dame*, was constructed in 1653, at a cost of 56,823 florins raised from the voluntary subscriptions of the citizens. The four windows are painted by Delabaer, of Antwerp. They represent the principal events connected with the life of the Virgin, and exhibit portraits of the Emperors Ferdinand and Leopold I., of the Archduke Albert with the Infanta Isabella, and the Archduke Leopold. The altar, which is of black and white marble, was designed by Verspael. The Virgin over it was executed by Arnold Quellin.

The high altar of the church is modern, dating only from 1743; a widow having bequeathed a sum of 18,000 florins for the purpose of erecting one in white marble, this was raised on the plan of the architect Doukers. It is of the composite order, and owes the sculptured ornaments to the chisel of the elder Deroy. At the sides of the sanctuary are two statues of white marble, by Delvaux, one of St. Martin, and the other of St. Benedict. They were brought from the Abbey of Affighem, and were at one time destined for the museum at Paris. The tabernacle is very rich; by an ingenious piece of mechanism the Remonstrance is lowered from it into the hands of the officiating priest. Above the altar is a square table, the top of which bears the arms of the Duke of Brabant. On the left is a superb mausoleum of black marble, named the tomb of the Dukes of Brabant, upon which reposes a brass gilt lion, resting on a cushion. This figure, which weighs six thousand pounds, was cast in 1610, by Jerome de Montfort. The Archduke Albert erected this mausoleum to the memory of John II., Duke of Brabant, who died in 1312, of his wife Margaret, daughter of Edward, King of England, deceased in 1318, and of Philip I., who died in 1430. Some writers affirm that this monument encloses the ashes of Philip the Good, but this is doubted. Opposite to this mausoleum, and on the other side of the choir, is the sepulchral monument of Archduke Ernest, who died at Brussels, 1595. This Prince, clothed in mail, reposes on a cushion. His sword, armour, spurs, and gloves are near him, and there appears his motto, "Soli Deo Gloria." The choir is lighted by five windows, painted by Abraham Van Diepenbach, a pupil of Rubens. The works of Art are only shown from 12 to 4; 1 franc extra fee for opening the chapels.

The handsome *Banque Nationale*, on the north side of the Cathedral, was built 1864.

The old *Church of Ste. Catherine* is replaced by a handsome new Church, by Poelaert.

In Place Royale stands *St. Jacques sur Caudenberg*, built 1776-85, in the Roman Corinthian style.

The *Church of the Béguinage* was founded in the thirteenth century. Its interior is richly ornamented by works of art, many of superior merit, such as those of Crayer, Otto Venius, &c.

Notre Dame de la Chapelle, 13th century, is in the Romanesque style, and possesses a good painting by Crayer—Christ appearing to Mary Magdalene.

It is near the *Place du Grand Sablon*, so named from its having been covered with sand instead of being paved, in order to facilitate the exercise of troops, to which this square was appropriated. It is the largest in the town, and, although irregular, is very handsome. In the centre of it is a fine *Fountain* of white marble, which Lord Bruce, Marquis of Aylesbury, who had lived in Brussels forty years, ordered in his will to be erected as a grateful memorial to the inhabitants of this city, expressive of the kindness he had experienced from them, and the happiness he had ever enjoyed there. This admirable piece is by Berge. It represents Minerva seated, and holding the portraits of Maria Theresa and Francis I.; on the right is Fame, on the left the Scheldt; a genius holds the ægis of Minerva. The Marquis occupied a house close to the Sablon church.

We now proceed up the *Petit Sablon*, or *Klecne Zaavelplaats*, formerly employed as a cemetery, bleaching-ground, and stabling for the brotherhood of the Holy Ghost. On one side of it is the Church of *Notre Dame des Victoires* (St. Ursula Chapel), 15th and 16th centuries, now renovated. The other end of the square is ornamented with the fine statues of Counts Egmont and Hoorn. This costly

Monument to them, erected 1834, consists of two fine bronze statues, with two smaller figures of soldiers, by Fraikin. Hoorn is bareheaded; Egmont waves his handkerchief. In 1890 ten marble statues of contemporaries of the two counts were added.

Palais d'Arenberg, 17, Place du Petit Sablon. In the palace, which is richly and magnificently adorned, is a very select gallery of paintings, of the Dutch and Flemish schools. The chief ones are by Rembrandt, Jan Steen, and others (a rare one by Jan van der Meer of Delft), together with some Etruscan antiquities and old furniture. The palace was almost destroyed by fire in 1892.

It possessed a number of vases and varieties from Herculaneum and Pompeii, and the original head of the Laocoon. A gallery of paintings by the first masters, increased of late by that of the late Prince d'Aremberg, and a magnificent garden, rendered the mansion, constructed on the site of that of the unfortunate Count of Egmont, a most worthy object of admiration. The gallery was saved at the time of the fire, and may be seen by applying to the porter, and paying a fee of 2 francs.

The *Prison des Petits Carmes* stands on the site of the Hotel de Cuylembourg, close to the Place du Petit Sablon. In the reign of Philip II. the Protestant Confederates met in this hotel, and in it prepared, in 1566, the petition called the "Request." On its being presented to Margaret of Parma, the vice-Queen, it is recorded that one of the courtiers whispered to her "Not to be annoyed by such a parcel of beggars (gueux)." The Confederates looking upon the epithet as a title of honour rather than of reproach, adopted it as their *nom de guerre*, and appeared on the balcony that evening after supper with wallets on their backs and porringers in their hands, and drank success to the Gueux! The Duke of Alva caused the building where the Confederate meetings were held to be levelled to the ground.

The new **Palais de Justice** at the end of Rue de la Régence, is an ambitious pile, begun 1866, in the romanesque-grecian style, 656 feet by 558 feet in extent; including eight courts and a grand hall, under a dome, the cross at the top of which is 400 feet above the ground. The cost was about two millions sterling. The site is a commanding one, and there is a fine view from under the dome New approaches are being made.

For **Laeken Palace**, see pages 16 and 65.

The *Mint*, a handsome new building, at St. Gilles-lez-Bruxelles.

The splendid Public Park, with the Leopold Monument, opened 1880, is close to the Station du Quartier Léopold, and adjoins the park of the Royal Palace at Laeken.

The Boulevards, "Avenue Louise," and the "Bois de la Cambre," in the suburbs, are the resort of the gay and fashionable residents of this elegant metropolis, who here exhibit their handsome equipages, or mingle among the promenaders of these favourite spots.

The *Botanical Garden*, Boulevard du Jardin Botanique, surpasses in beauty, magnificence, and richness, every other in Europe, except that of Paris—the *coup-d'œil* is admirable, but to be seen to perfection this fairy place and garden should be visited when illuminated. This institution belongs to the Horticultural Society, who give annual exhibitions of flowers to that institution. The Botanic Garden is 660 yards long and 176 broad. The edifice which crowns its gentle slope presents a front of about 140 feet, its centre being occupied by a rotunda, encircled by a colonnade, and surmounted by a dome. The wings which, together with the rotunda, are of glass, form on each side a gallery, terminated by a square building resembling the portico of a temple.

From the green-houses we descend by a gradation of small terraces, adorned with fountains, to the garden, which contains, properly classed, an immense variety of plants, offering a vast study to the naturalist. There is a fine specimen of the Victoria Regia in a special hothouse.

The *Place des Martyrs*, near the Jardin Botanique, is one of the beautiful squares of Brussels, though the streets surrounding it are uninteresting. Here is erected a splendid monument to the memory of the "braves Belges," killed in the Revolution of 1830. This monument is placed in the middle of the square, and consists of a pedestal having on each of its four corners kneeling geniuses, and surmounted by a statue of Liberty. A sort of subterranean gallery runs around it, in

which the slain were interred, and the name of each victim is inscribed around on slabs of black and white marble. The statue represents Belgium inscribing on a tablet the dates of the memorable events of September. At the foot of the statue is couched a lion. The monument is surrounded by iron railings. This monument is one of the most beautiful works of the celebrated sculptor, M. Geefs. In Place du Congrès, Rue Royale, is another work by Geefs, a statue of King Leopold, on a Column of 147 feet, at a very fine point of view. The reliefs in the base are by Simonis. It is called the Colonne du Congrès. The statue of *General Belliard* is further down Rue Royale.

The *Porte de Hal* was a large gateway in the city wall, after the Gothic style, erected in 1381. It served as a bastile for Alva during his sanguinary persecution of the Protestants. It now serves as an *Armoury* or *Museum* of ancient armour and weapons.

Near this are *St. Peter's Hospital* and the *Blind Asylum* (Aveugles). *St. John's Hospital* is in the north of the city.

A Commissionnaire may be hired for 5 francs per day.

The *Post-Office*, in the Place de la Monnaie, is open from 5 till 9. Postage throughout the kingdom: single rate for half an oz., 10 centimes for all distances; prepayment optional. Between Belgium and all Europe the stamp is 25 centimes. The building of the old Hotel de la Monnaie (Mint) was utilised for the Post Office; the new *Hotel de la Monnaie* is at St. Gilles, on the south side of the city.

The Mails are conveyed by the short sea routes *via* Dover and Calais and Dover and Ostend, and the trains, on either side of the Channel, leave daily at fixed hours, performing the journey in about nine hours. Through tickets are issued, and luggage can be registered through to Cannon Street, Charing Cross, Victoria, St. Paul's, and Holborn Viaduct. Offices: Uytborck and Son, 46, Montagne de la Cour; corner of the Rue des Trois Têtes.

Letters for England must be posted at the Chief Office before 3 p.m. for the first despatch, and before 5-45 p.m. for the second, *via* France. Letters, &c., forwarded by the former, are delivered in London by 9 in the morning, and by the latter by 12 the day after leaving Brussels.

The *King's Palaces* may be viewed during his Majesty's absence. It is difficult to get permission.

The *Picture Gallery* is open every day, from 10 till 4.

Wiertz Museum.—Open every day, from 10 to 4. Several eccentric pictures.

The Picture Gallery at the *Duke d'Arenberg's Palace* is open on week-days, 10 to 4; apply to the porter. Fee, 2 francs.

The *Museum* of the "Porte de Hal," every day, from 10 to 4 o'clock. Mondays, 1 to 4.

The *Town Hall* daily, from 8 to 5.

The two *Houses of Parliament* daily, from 10 till 3. A fee is expected by the porter.

The *Botanical Garden* is open every day, from 8 to dusk. Hothouses, 10 to 12; fee.

THEATRES.—The *Théâtre Royal*, Place de la Monnaie, a very fine building, erected in 1817, after plans by M. Demesne, at a cost of 1,400,000f; operatic performances every evening. *Théâtre des Galéries Saint Hubert;* performances every evening. Other theatres are—Théâtre du Parc; Alhambra; a fine new theatre, Rue de Laeken, for Flemish plays; Eden; Musée du Nord, Passage du Nord, for children; Vaudeville, in the Galeria St. Hubert.

CONCERTS.—In winter, at the Conservatoire; in summer, in the Park, 3 to 4-30.

BATHS.—Bain Royal, Rue de l'Enseignement; Bains Leopold, near the Montagne de la Cour; Bains St. Sauveur, Montagne aux Herbes Potagères.

RAILWAY STATIONS.—For Aix-la-Chapelle, Antwerp, Cologne, Louvain, Ghent, Liége, Lille, Malines, Verviers, *Station du Nord*, Place des Nations. For Douai, Lille, Mons, Namur, Paris, and Valenciennes, *Station du Midi*, Place de la Constitution. For Arlon, Charleroi, Dinant, Liége, Luxembourg, Namur, Trèves (Great Luxembourg Railway), *Station du Quartier Léopold*, at the end of the Rue de Luxembourg.

TRAMWAYS through the main thoroughfares and in the environs. Fares according to distance.

CONVEYANCES.—1-horse Cab, between 6 a.m. and 11 p.m. as follows:—For the Course (anywhere within the town), 1 fr. for first half-hour; every quarter of any hour after, 50c. By time for 2-horse Fiacres the charge is not fixed by tariff, but is not high. The *Voitures de Grande Remise* are dearer. Pourboire, 25 cents.; small packages, free; larger, 15 cents. each.

ENGLISH CHURCHES.—*Church of the Resurrection*, Rue de Stassart; Chaplain, Rev. J. C. Jenkins, M.A., 16, Rue de Stassart. Holy Communion on Sunday and Festivals at 8-30 a.m. Sunday, Holy Communion 8-30; Prayers, Sermon, Holy Communion 11 a.m.; Litany 4 p.m.; Evening prayer and Sermon 7 p.m. Week-days, 8-15 a.m.

Christ Church (C. C. C. Society), Rue Crespel, Avenue de la Toison d'Or; Chaplain, Rev. W. R. Stephens, M.A., 185, Chaussée de Vleurgat. Sundays, 11 a.m. and 7 p.m.; Wednesdays and Festivals, 11 a.m. Holy Communion, 1st and 3rd Sunday of month in winter, and every Sunday, May to October. Donations to building fund may be paid to the chaplain, or to Colonial and Continental Church Society, London.

Service is also held in the English Church, Rue Belliard, Quartier Léopold, Rev. A. K. Harlock, M.A., Chaplain. Morning service, 8-30, 12; afternoon, 4. Holy Communion on the 1st and 3rd Sundays at mid-day; 2nd and 4th, at 8-30 a.m.; Wednesday, 11-0 a.m. Festivals, 11-0 a.m.

[N.B.—For any alterations in the hours of service see bills at the hotels.]

The new SYNAGOGUE is near the new Conservatoire, in the Rue de la Régence.

SHOPS AND CAFÉS.

The best shops are to be found in the Rue Montagne de la Cour, the Rue de la Madeleine, the Boulevard Anspach, and the Passages, also in Rue de la Régence and the Rue Neuve; the best cafés in Boulevard Anspach, Place de la Monnaie, Place and Rue Royale, and Rue Léopold. All these are situated either in the upper or the central part of the old city.

PROFESSIONAL GENTLEMEN, &c., RECOMMENDED.

PHYSICIAN.—H. Collignon, M.D., 24, Rue des Chevaliers, physician to the U.S. A. Legation, and to the British Charitable Fund. Accoucheur (at home from twelve till half-past two o'clock in the afternoon). Recommended.

BIBLE SOCIETY'S AGENT.—Mr. W. H. Kirkpatrick, 5, Rue de la Pépinière.

OLD ENGLISH BANK.—Bigwood & Morgan, 16, Rue Royale, opposite the Park. Correspondents of all the principal English and American Banks. Circular Letters of Credit cashed and issued for all parts of the Continent. Purchases and sales effected in British and Foreign Stocks and Securities. Registor kept for English and American travellers.

LACE MANUFACTORY.—Cie. Royale des Dentelles de Bruxelles. We recommend with all confidence the establishment of M. O. de Vergnies et Sœurs, 13, Rue des Sablons, near the Cathedral of St. Gudule.

BRITISH INSTITUTE, 26, RUE DE VIENNE.—Home and Reading Rooms for English women. Meals can be procured. Free Registry. Hon. Lady Superintendent, *Mrs. Jenkins*, 26, Rue de Vienne.

EDUCATIONAL ESTABLISHMENT.—The Rev. J. C. Jenkins, M.A., chaplain of the Church of the Resurrection, and formerly scholar of Magdalen College, Cambridge, has passed pupils (direct) for Eton and Winchester Foundation Scholarships, the army, navy, &c. First prizes for French and German have been obtained by former pupils at Eton and Woolwich. Special preparation for the Mercantile Profession. Clergymen's sons received at reduced terms. Senior and junior departments. Terms commence September 15, January 15, and April 15. Address—74, Rue Stassart, Brussels.

Tobacco.—Messrs. W. D. and H. O. Wills's "Best Bird's Eye" is sold by Mons. Leiotte-Town, 88, Montagne-de-la-Cour.

Excursions from Brussels.

Waterloo.—The Museum Hotel, near the Lion, recommended; Hotel Mont St. Jean (at Mont St. Jean); and Hotel de Colonnes.

The excursion to Waterloo is a very pleasant one indeed—through the forest of Soignies. Few English or American travellers who visit Brussels can refrain from going to Waterloo and Mont St.

Jean, the Chateau of Hougoumont, La Haye Sainte, Quatre Bras, &c., which, with their exciting associations, are as attractive as ever. It may be done by rail as well as by coach, &c. The Waterloo District is now traversed by *Rail* direct from Brussels to Charleroi, taking in Waterloo, Braine-l'Alleud, Nivelles, Genappe, Belle Alliance, and Quatre-Bras. A part of it passes **Baulers, Nivelles, Rèves** (near Luttre), **Frasnes-lez-Gosselies** (Ney's head-quarters), and **Wagnelé St. Amand** (near Quatre-Bras), Blücher's head-quarters at the Battle of Ligny.

CONVEYANCES.—From Brussels, by rail, see *Bradshaw's Continental Guide*, page 110. Fare to Braine-l'Alleud (which is the nearest station to the Mount) there and back, 1st class, 2fr. 30c. N.B.—Stations at Waterloo and Brain-l'Alleud; the latter only a mile from the Belgian Lion, to which there is a conveyance. By the four-horse coach (Sundays excepted); fare there and back, 7 frs., and 1 fr. to the driver. Private carriages for 1 to 5 persons, 30 frs. Fee expected by the driver. Insist upon being put down at the Museum Hotel, when going by private carriage, otherwise you will have to walk 3 or 4 miles. The Hotel is at the foot of the Lion, and an omnibus from it meets the trains at Braine l'Alleud. The Museum is kept by the niece of the late Sergeant-Major Cotton.

Travellers wishing to possess a concise and authentic history of the celebrated battle should purchase "The Voice from Waterloo," by the late Serjeant-Major Cotton, to be had at the Waterloo Museum, at the foot of the Lion Mount.

GUIDES.—We advise our readers never to allow a Guide to accompany them on the field without having previously made arrangements as to what they will have to pay him.

Waterloo is a large and handsome village. Its church is an elegant rotunda, adorned by a neat frontispiece, bearing an inscription, which states that the Marquis of Castanaga, governor of the Low Countries, laid the first stone of the church in 1690. The hamlet of *Mont St. Jean* is a little beyond Waterloo. The French named the battle of the 18th June, 1815, after this hamlet, Mont St. Jean; the victorious allies, as it is well known, called it after the village of Waterloo. Planchenoit, where the farm of *La Belle Alliance*, the usual Prussian name for the battle, is situated, is still a little further on.

The road from Brussels to Waterloo lies for the greater part through the *Forest of Soignies* and except that it passes through a pleasant country, presents no features worthy of observation.

Byron, using a poetical license, describes the march of the British troops through the forest in the following beautiful lines:

"And Ardennes waves above them her green leaves,
Dewy with nature's tear drops, as they pass,
Grieving, if ought inanimate e'er grieves,
Over the unreturning brave. Alas!
Ere evening to be trodden like the grass
Which now beneath them, but above shall grow
In its next verdure, when its fiery mass
Of living valour, rolling on the foe,
And burning with high hope, shall moulder cold
and low."

This forest is 9 miles long, and about 8 broad.

The railway runs through a considerable number of cuttings, so that no continuous view is obtained.

The village of **Waterloo** receives us immediately on leaving the forest, but contains nothing to attract our attention, except the elegant little *Chapel*, built 1855, surmounted by a handsome dome, and containing several marble tablets to the memory of those who fell in the contest, and the house in which the leg of Lord Uxbridge was amputated. The spot in the garden in which the shattered leg was buried is marked by a small monument. In this church are thirty tablets and monuments, melancholy memorials of the horrible vicissitudes of war, and its victims, the English officers who fell on that memorable field.

"Many a wounded Briton there was laid
With such poor help as time might then allow
From the fresh carnage of the field conveyed.
And they whom human succour could not save
Here in its precincts found a hasty grave.
And here, on marble tablets set on high,
In English lines by foreign workmen trac'd,
Are names familiar to an English eye;
Their brethren here the fit memorials plac'd,
Whose unadorned inscriptions briefly tell
Their gallant comrades' rank and where they fell."

SOUTHEY.

It was in this village that the Duke of Wellington established his head-quarters on the night of the 17th of June, 1815. About a mile beyond Waterloo we pass through the hamlet of Mont

St. Jean, and leaving the road to Nivelles on the right we proceed in the direction of [redacted]. During the memory of the duke, his father, who was mortally

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one side by a large farm-yard, and on the other opening to a garden and orchard, and faced by a brick wall: the whole encircled by a grove of tall trees. This *Château*, with the advantages afforded by its wood and orchard, formed a strong *point d'appui* to the British right wing.

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St. Jean, and leaving the road to Nivelles on the right we proceed in the direction of Genappe and Charleroi, and soon after arrive at the farm of Mont St. Jean, which was immediately in the rear of the centre of the British line. Proceeding further on the road to Charleroi, we arrive at La Belle Alliance, a farm-house and hamlet situate on the opposite ridge, and corresponding with the farm of Mont St. Jean. This is the extent of the scene of the tourist's observation.

The campaign of 1815 was remarkable for its brief duration—four days; yet, in that short space of time, 50,000 human beings were swept from the face of the earth by the ruthless hand of war. On the 15th of June, the French army, commanded by the Emperor Napoleon in person, and consisting of about 160,000 men, 20,000 of whom were the old imperial guards, all well equipped, and accompanied by a numerous train of artillery, passed the Sambre, and having defeated some regiments of Prussians, took possession of Charleroi, a town, at that time, without defence. On the 16th they advanced into the plains of Fleurus, where the fate of Belgium has thrice been decided, and at **Ligny** attacked the Prussian army, whose commander, Field-Marshal Blücher, narrowly escaped being taken prisoner. He had been thrown from his horse in the midst of the action, when surrounded on all sides by the pursuing enemy, whose precipitation alone prevented their recognising the marshal's person. A momentary repulse of the French by a body of Prussian cavalry, afforded Blücher time to be extricated from his perilous situation and mounted on a dragoon's horse. The French took some pieces of artillery and remained masters of the field. Blücher made a good retreat to Wavre. While these operations were rapidly carrying on, a strong column of French troops advanced towards **Quatre Bras**, a point of junction of four roads, nearly twenty miles from Brussels, on the road to Charleroi, where the Prince of Orange was posted with a division of Belgian and British troops.

A warm action took place, in which the young prince displayed the greatest bravery and ability, and the Duke of Brunswick was killed at the head of his famous Black Brunswickers, so called from wearing a black uniform, out of respect to the memory of the duke, his father, who was mortally wounded at the battle of Jena. During the night this division of the troops fell back upon Waterloo to join the Duke of Wellington, commander-in-chief of the Anglo-Belgian army, who had his head-quarters in that village; his troops were posted in front of the *Forest of Soignies*, on the 17th, the Duke's horse (not Copenhagen) was shot under him; in the evening, he rode 14 miles to have a private meeting with Blücher at Wavre.

The English position occupied a line of about one mile and a half in length, the centre being in front of the farmhouse of Mont St. Jean; the left extending to a hamlet called Smouken, and a farm-house named Papelotte, and having in front the farm of *La Haye-Sainte*, whence a succession of broken roads formed a precarious communication with Blücher's position at *Wavre;* and the right stretching along the same heights, following their direction in a semicircular slope backwards until the extreme flank rested on Marke-Braine, where it was protected by a ravine. The right of the British army, extending along the same eminence, occupied and protected the Nivelles Road as far as the enclosures of *Hougoumont*. The ground in front of the British position sloped easily down into lower ground, forming a sort of valley—not a level plain, but a declivity, varied by many gentle sweeps and hollows, as if formed by the course of a river. The ground then ascends in the same manner to a ridge opposite to that of Mont St. Jean, and running parallel to it at the distance of twelve or fourteen hundred yards. This was the position of the French. The valley between the two ridges is entirely open and uninclosed, and on that memorable day bore a tall and strong crop of corn. But in the centre of the valley, about half way between the two ridges, and situated considerably to the right of the English centre, was the Château de Goumont, or *Hougoumont*. This was a gentleman's house of the old Flemish architecture, having a tower and battlements. It was surrounded on one side by a large farm-yard, and on the other opening to a garden and orchard, and faced by a brick wall: the whole encircled by a grove of tall trees. This *Château*, with the advantages afforded by its wood and orchard, formed a strong *point d'appui* to the British right wing.

The château was occupied by a detachment of the guards under Lord Saltoun. The French army was full two miles in length, extending along the opposite ridge, and having La Belle Alliance in the centre of their line. Napoleon at this time had about 70,000 men with him; and the allies about the same, exclusive of the Prussians. Here took place, on the 18th of June, the sanguinary battle by which the fate of Europe was decided. It began at eleven o'clock in the morning and continued till seven in the evening. The boldness and pertinacity exhibited by the French troops in their repeated attacks have few parallels in history; whilst the English received each successive shock with the coolest and most determined intrepidity. The French army was preparing to make a last assault, when the Prussian general, Blücher, appeared on their flanks, at the head of two divisions. A frightful panic then spread through the French ranks, and Bonaparte, abandoned by fortune, whose idol he had so often seemed, was hurried from the field by the impetuous torrent of fugitives. All the French artillery, a great part of the baggage, and even the private *carriage* of Napoleon fell into the hands of the victors. This victory, however, was dearly purchased. The loss to the victors was great indeed. Beside Generals Picton and Ponsonby, the loss of the British and Hanoverians on the 16th and 18th amounted to not less than 13,000 men and 750 officers, the flower of the army, of whom more than two-thirds fell at Waterloo; the total loss of the Prussians, from the commencement of the campaign, to their second triumphant entry into Paris, has been officially stated at 38,000, including 7,000 at Waterloo; but that of the French has never been accurately ascertained. It may however be tolerably certainly fixed at 13,000 killed and wounded, with 8,000 prisoners. Their loss during the campaign has been approximately calculated at 100,000 men, killed, wounded, and missing. Who can think of this work of human destruction without a thrill of horror at the dreadful havoc of modern warfare, or what man would hesitate to adopt the christian principles of peace and good will, with the view of averting such inhuman conflicts as those of which these plains were the theatre. From that moment the village of Waterloo became an object of interesting curiosity to travellers of all nations, but above all to the English, who contemplate, with a melancholy pride, fields which have been moistened with the life-springs of so many of their fellow countrymen.

Having briefly traced the momentous events that will long continue to impart a powerful interest to the plains of Waterloo, we proceed to point out such particular land-marks as may serve to give the tourist a correct idea of the positions taken by the contending armies during the contest, and, with the assistance of a few details, enable him to ascertain the precise spot of many heroic deeds. For this purpose, it is necessary to retrace our steps, in order to commence with the *Forest of Soignies*. The forest commences a mile and three-quarters from the village, and after presenting every variety of sylvan scenery, comes to an end a little beyond Waterloo. The principal road through the wood to this village is of great length and extreme regularity; but the unvarying, uniform appearance of the trees which fringe it, give a sombre aspect to the route. The Forest, which is about seven to eight miles in breadth, and nine miles in length, contains many defiles, and is interspersed with lakes, vales, brooks, hamlets, and cultivated plains. Great quantities of oak were felled by command of Bonaparte, in order to supply the dockyards at Amsterdam; but the forest still abounds in fine timber, and a thousand acres of it, which belong to the Duke of Wellington, are said to yield a revenue of forty francs an acre. The proximity of this immense mass of wood to Brussels, renders the city somewhat damp and cold when the wind blows from that quarter; on the other hand, from its great attractive powers, thunder-clouds frequently discharge themselves there, which might otherwise carry heavy storms into the town. Nearly at the extremity of the forest, and about ten miles from Brussels, stands **Waterloo**, as before mentioned.

Mont St. Jean.—This hamlet, which, as before mentioned, is more than a mile from Waterloo, at a place where the road divides into two branches, of which that on the left leads to **Genappe**, and

that on the right to **Nivelles**, must not be confounded by the tourist with the farm-house of Mont St. Jean, half a mile in advance of the village, on the road to the farm of La Haye Sainte, which was in the immediate rear of the British position. From this farm an easy ascent leads to the ridge which formed the line of occupation of the British army. Near the centre of this ridge stood the *Wellington Tree*, so called in consequence of the duke having, it is said, taken his station there during part of the 18th. It was cut down and sold in 1821. In front is a little valley, irregularly formed, with numerous gentle windings and hollows, and varying in breadth from a quarter to half a mile. This was the scene of the murderous conflict. The opposite ridges, running parallel to Mont St. Jean, were occupied by the French. A stupendous triumphal *Mound* of a conical shape, surmounted by a colossal *Belgian Lion* in bronze, was constructed at the expense of the Netherlands government on the plains of St. Jean. The base of the monument is 160 yards in diameter, and the height of the whole nearly 200 feet.

La Haye Sainte.—This is the name of a large farm-house on the road from Mont St. Jean to La Belle Alliance, and about a mile from the former place, on the Genappe road. It was in the left centre of the British position, and a little in advance of Wellington's Tree. In the immediate vicinity of this house, which received much injury, in all directions, and especially in what forms the back part of the building, the hottest conflict raged between the combatants. It was taken by the French army on the day, and maintained by them until nearly the end of the battle. On the side of the building towards the road a monument has been erected to the memory of some officers of the 2nd German Legion, who fell in the onslaught; and at a little distance, on the opposite side of the road, is a hollow way, where 4,000 men and a great number of horses were buried in one common grave. Near this spot fell Sir Thomas Picton, leading a gallant charge on the French cuirassiers.

Hougoumont.—The large farm-house or château, so called, was fiercely contested. It is situated on the right of La Haye Sainte from Waterloo, at the distance of about a mile from the former place. The British had possession of the house and gardens, and fought with a desperate courage to maintain it; while the French, led on by Jerome Bonaparte, who, though wounded in the arm, still kep the field, made equal efforts to expel them, aware that, if they became masters of the place, the whole of the British lines would be exposed to their fire. It was, in fact, the key-stone of the British position. The garden was protected on three sides by a strong wall, which served our troops as a breast-work, and from behind which they aimed at the assailants with deadly certainty; the unprotected part commanded a view of the Duke of Wellington's position on the heights. In vain the enemy made repeated attempts to scale the garden wall from the adjoining orchard, and though they thrice entered the gates of Hougoumont, they were as often repulsed, and driven out with severe loss. At length, after a destructive artillery fire, and the most frightful carnage, the French succeeded in setting the place on fire, and great numbers of killed and wounded on both sides were buried in the ruins. The place was entirely destroyed, with the exception of the chapel and an out-house, which escaped almost uninjured. Many of the surrounding trees were cut in two, while others were completely perforated with balls. A large but rudely-carved figure of the Saviour is placed over the altar in the Chapel, which is very small, and by no means curious.

La Belle Alliance.—A small farm-house, so called, now a poor inn, about three-quarters of a mile from La Haye Sainte. It is erroneously stated that Wellington and Blücher met here on the evening of the day of battle. In reality it was at Maison Rouge, 2 miles further. Having exchanged greetings and congratulations, the duke retired on his position, and Blücher went in pursuit of the flying enemy. Bonaparte posted his favourite guard in front of this place, but never approached in person nearer to La Haye Sainte than the hollow part of the ground between that place and La Belle Alliance and the main road. The Prussians have erected a Monument in iron near this spot, to commemorate the success of their army.

Mârke Braine.—This small place is on the right of the village of Mont St. Jean, and about a mile from it. The British reserve on

the right, commanded by Major-General Humber, was posted on this part of the field; but no event occurred to render the spot memorable.

At **Plancenoit**, 1 mile to the N.E. of La Belle Alliance, occurred the sanguinary struggle between the Prussians under Prince William (afterwards Prince Wilhelm) and the French. An iron obelisk, with an inscription, commemorates the desperate bravery of the Germans. The ground where the battle was fought produced the best crops in Belgium for many years after the sanguinary event.

Ramillies (page 49) is not far off from the field; and in 1705, Marlborough was nearly fighting a battle at *Frischermont*, hard by.

"But where I stood, beneath the fresh green tree,
Which, living, waves where thou didst cease to live,
And saw around me the wide fields revive
With fruits and fertile promise, and the spring
Come forth her work of gladness to contrive,
With all her reckless birds upon the wing,
I turned from all she brought to those she could not bring."
BYRON.

"Was it a soothing or a mournful thought,
Amid this scene of slaughter, as we stood,
Where armies had with recent fury fought,
To mark how gentle nature still pursued
Her quiet course, as if she took no care
For what her noblest work had suffered there."
SOUTHEY.

Visitors to Waterloo will find hordes of beggars, and persons selling relics, in the shape of buttons, shreds of cloth, fragments of accoutrements, bullets, many of which are *manufactured* in the neighbourhood. Very many real melancholy memorials of the carnage were brought to light for some years after the battle.

There are several other pretty places to which *Excursions* could be made with pleasure from Brussels, such as Forest, Trois Fontaines, Tervueren, Saventhem (see page 65), and the Central House of Correction, on the rail to Vilvorde. It is on the same plan as the model prisons constructed during the last forty years in England and the United States. The prison can contain 2,000 prisoners. There are, however, some special features connected with the Belgian system which will interest those who study these matters. The old Chateau, on the site of which this prison was originally erected, also answered the same purpose, but only for state offenders. Madame Deshoulliers, the pastoral poetess, was a prisoner of state here in 1657.

ROUTE 7.

Brussels to Paris, by way of Mons and Maubeuge, or Mons and Quiévrain.

Brussels to Braine-le-Compte, Soignies, and Jurbise, see Route 2.

Between Jurbise and Mons the road presents many engineering difficulties. On approaching Mons the traveller sees its steeples, towers, and fortifications stretched before him. Before entering the town, the commune of Nimy and the river Haine are passed; running parallel to one another, the railroad and river pass through a bastion, and enter the town together. The Station is situated within the arsenal.

Mons (Station). *Flemish* Bergen.
Population, 25,240.
Hotels: De la Couronne; Hotel Royal.

A large town, 39 miles from Brussels, the chief place of the province of Hainault. The river Trouille divides it into two parts, and it is partly overlooked by the mound of the Panina. It is said that Julius Cæsar built a castle here, which, taking the name of Castrum Cæsaris, formed the beginning of the town of Mons, and was destroyed by the barbarians in the fifth century. Alberic, Count of Hainault, repaired the remains of the town, and surrounded it with walls. In 804, Charlemagne formed it into the capital of a province. Mons after this became the scene of many troubles. Under the reign of Charles V. it had its highest degree of prosperity; the manufactures of cloth and serge were carried on to a great extent. Iron was wrought here to great advantage, and the beauty of their chased jewellery excited the admiration of strangers. Under the French Republic, Mons became the department of Jemappes. The fortifications, rebuilt in 1818, were removed 50 years later, and their site formed into promenades. The streets are steep, but wide, clean, and in good repair. The monuments and curiosities are numerous, and worthy of attention.

Mons was the natal town of Orlando Lassus, a celebrated musician of the sixteenth century. Ten miles south of Mons, within the French territories, is the spot where was fought the sanguinary battle of **Malplaquet**, at which the Duke of Marlborough and Prince Eugene conquered the French and lost on the battle field 20,000 men.

Mons has a communication with the Scheldt by the Canal de Condé; and also, by railway, with Jurbise, Ath, Tournai, Lille, and Calais.

Mons also possesses manufactures of gloves, leather, and cutlery, and several tan-yards and bleaching grounds. The principal buildings are the Hôtel de Ville, and the Church of St. Waudru, which is said to be built on the site of Cæsar's Castle. The altar deserves attention. There is also a Theatre, a Public Library, a College, and a Foundling Hospital. Mons was the birthplace of Peter Denys, a journeyman blacksmith, who constructed the beautiful iron ornaments which decorate the Abbey of St. Denis, near Paris.

The *Church of Ste. Waudru* is one of the finest in Belgium. It was founded in 1460, on the site of another church, burnt in 1169. More than a century elapsed ere the works were finished. The nave is a masterpiece of boldness, elegance, and lightness; the numerous columns which adorn it, and support innumerable Gothic arches at the top, compose a most delightful whole. Space will not permit us to enter further into detail in connection with the many curiosities of this church, save in allowing us to notice the splendid picture of the Exaltation of St. Francis, by Van Thulden; a Descent from the Cross, by Teniers; a Gothic altar, finely sculptured; the beautiful stained glass in the windows; and last, though not least, the fine statues, formerly adorning the screen, but happily preserved.

St. Nicholas en Havre, is noted for the severe and imposing aspect of the interior. It possesses some fine carving in wood.

From the tower of the *Belfry* a magnificent view of the surrounding country is obtained.

The *Public Library* is open every day; it contains 40,000 volumes, and about 300 manuscripts.

Hôtel de Ville is a Gothic edifice, erected in the year 1460. It contains nothing remarkable, but is the chief ornament of the Grande Place.

The *Palais de Justice* and *Museum* will well repay a visit.

Near the station is the statue of Leopold I., erected 1877. Another statue was erected on the promenade in 1853 to the composer Roland Delattre, born here 1520. Equestrian statue of Baldwin, of Hainault, near the Vauxhall.

Mons is the centre of the largest coal district of Belgium, about three-fourths of the annual yield being obtained in this neighbourhood.

[At Mons a branch railway supplies a direct communication from Paris to Charleroi, Namur, and Cologne. Mons to Paris, *via* Maubeuge, Aulnoye, Tergnier, &c. This is the newest and best route for those to whom time is an object. Express in 4 hours.]

MONS TO QUIÉVRAIN.—After leaving Mons, the railroad inclines at first towards the right, traversing an extensive plain, bounded on the left by the Panisel and the little hills of Flénu, and crowned by the high chimneys of numerous coal works. The canal from Mons to Condé, which, for a distance of five leagues runs in a perfectly straight line, is seen on the left, as also the village of Cuesmes, the theatre of one of the most sanguinary episodes of the celebrated battle of Jemappes Passing the *levant* of Flénu,

Jemappes (Station) is reached. It is remarkable for the victory gained by the French under General Dumouriez, and the late Louis Philippe, when Duke de Chartres, over the Austrians, 1792. The village of Quaregnon is passed after leaving Jemappes; near to which are seen the ruins of the ancient tower, known by the name of the High Court. The railroad here takes a considerable bend, and shortly after runs into the straight line, which continues to the frontier. The country on each side is in high cultivation, and adorned with many beautiful country houses.

St. Ghislain (Station) is next reached, the church of which is on the right. On the left are the magnificent establishments of Hornu, founded by the late Mad. Degorges Legrand. St. Ghislain is a very ancient town; population, 3,759. The surrounding country very much resembles the neighbourhood of Manchester and Bolton. A branch rail goes off to **Warquignies Station**, near Mons.

Boussu (Station) is the next. The chief place of a canton; population, 9,704. The château of the Count de Caraman, at present the property of the Count de Nedonchelles, is here situated.

This architectural wonder should be seen by the tourist; there are many remarkable traditions connected with it. The station has been erected in a part of the magnificent park, from which it is separated by an ornamental iron railing. The church of Boussu contains some fine pieces of sculpture. Between Boussu and Thulin, the next station, there is nothing worthy of notice.

Quiévrain (Station) is arrived at shortly after leaving Thulin; it is the last station of the Belgian Railway. The office of the Belgian Custom House is here, and the baggage of parties entering Belgium is examined.

The town contains 3,330 inhabitants, carrying on an active commerce with France. It affords absolutely nothing worth special notice. This is the frontier station of the Southern Line and the point of junction with the Great Northern of France Railway.

Blanc Misséron (Station)—on French soil—is next met with; after which we enter

Valenciennes (Station).—Route 1.

Valenciennes to Paris by rail.

ROUTE 7A.

Brussels to Charleroi by Villers-la-Ville, Ligny, and Fleurus.

From the Nord or the Great Luxembourg Station, Quartier Leopold.

On leaving Brussels the train passes through several cuttings; on emerging from which it arrives at

Boitsfort (Station), being the third station on the Namur line, and three and three-quarter miles from Brussels. The village lies in a valley on the border of the Forest of Soignies. It is the great resort of pleasure parties, as it contains several excellent restaurants and gardens, where provisions may be obtained at reasonable prices. There are some large sheets of water, well stocked with fish, but strictly preserved.

Groenendael (Station), 6 miles from Brussels, is situated in the heart of the Forest, and conveyances may be got for Waterloo in one hour. Near the station may be seen the ruined foundations of a Priory, which once existed here, and which must have been a large pile of building. It is now a Restaurant, with a beautiful garden, &c., much frequented in the summer.

La Hulpe (Station), 9 miles from Brussels, is a village of some importance. It was once a provincial town. From the station there is a fine view over a large sheet of water, towards the country seat of the Marquis de Bethune, which is a remarkably fine house, with extensive grounds. From the high ground above the station may be seen, on a clear day, the monumental Lion on the field of Waterloo.

Rixensart (Station). Château of Comte de Mérode.

Ottignies (Station) is 15 miles from Brussels, and forms the junction of the Charleroi and Louvain and the Manage and Wavre lines with that to Gembloux and Namur. It has one common station for the three companies. There is a considerable animation and bustle here, owing to the change of trains by passengers and the goods traffic passing from one line to another.

Court St. Etienne (Station).—On leaving this station the traveller should remember that he is approaching one of the most singular and beautiful views in Belgium, viz.—The ruins of the Abbey le Villers.

Villers-la-Ville (Station).—The line passes through the garden of the *Abbey*, and generally so rapidly, that only a glimpse can be obtained of these magnificent ruins. The Tourist should therefore make an excursion expressly to visit them from Brussels, or alight at this station and take a subsequent train on to Paris; but the former course is the most pleasant. The *Abbey le Villers* founded 1147, is a most splendid, romantic, and picturesque pile.

The best view of the ruins is from the terrace gardens beyond the railway; but it is difficult to say which excites the most admiration, the view from the heights around, or a walk through the ruins. No one can behold the refectory, the cloisters, the crypts, the breviary, and last the magnificent ruins of the beautiful Church, without feelings of delight and wonder. It is a scene of surpassing beauty, particularly in the effulgence of the noon day or setting sun.

The Abbey of Villers was first pillaged, and then set on fire by a party of French Republican soldiers in 1789. The ruins were then sold to a person of the name of La Terrade for 70,000fr., who continued the work of destruction, and left the present ruins. Entrance to the Abbey at Dumont's Hotel, admission, 50 cents.

From Villers to Charleroi the most interesting places are Ligny and Fleurus. At **Ligny** was fought, on the 15th June, 1815, the memorable battle between the French and Prussians. At **Fleurus**, also, battles were fought in the 17th and 18th centuries.

Lodelinsart. Junction of local lines.

Charleroi (Station). Population, 22,551.

Hotels: Dourin; Grand Monarque. Buffet.

The centre of flourishing collieries, iron foundries, and blast furnaces, on the Sambre, having near it the fine extensive ruins of the old *Abbey d'Aine* founded in the year 656. See page 50. There is an interesting archæological museum, with a good collection of local antiquities.

At Charleroi the line branches off, and leads to Walcourt, and having offshoots to Laneffe, Morialme, and Florennes. See Route 15. Further up the Sambre, at **Thuin (Station)**, a line connects with **Lobbes (Station)**; **Binche (Station)**, a place for lace makers (population, 9,441); and thence with **Bonne Espérance (Station)**; **Pieton (Station)**; **Buvrinnes-Mont (Station)**, and **Mons (Station)**, &c.

ROUTE 8.

Brussels to Namur, direct.—35 miles—From the Nord or Quartier Leopold Stations.

Ottignies (Station), as in Route 7A.

Mont St. Guibert (Station), at a picturesque village. There are the remains of an old Castle close to the railway. The Château itself is worth seeing; the grounds are open by payment of half a franc.

Gembloux (Station), where the line from Fleurus to *Ramillies* crosses, near a small town (population, 3,612), the trade of which is cutlery. At **Ramillies**, 1706, Mar borough and the Allies defeated Marshal Villeroy and the Elector of Bavaria, in one of his most decisive battles. Ramillies is also a station on the short line 27¾ miles from Namur to Tirlemont.

Rhisnes (Station).—The last station before reaching Namur, in a lovely country. After passing several cuttings, the line is carried over a long bank, below which lies the river Sambre, and from which a fine view is obtained of

Namur (Station).—See page 51.

ROUTE 8A.

Brussels to Charleroi, direct.

The new direct line, 58¾ miles, to Charleroi saves 10 miles. It passes Waterloo (p.41), Braine l'Alleud, Baulers, and Nivelles, and joins the old line at Luttre.

Braine l'Alleud. From here it is 1¼ mile to the Lion Mound, which is visible.

Baulers: junction of the Manage and Wavre line, one mile only from

Nivelles. Population, 10,475. Hotel, Monton Blanc. The station is away from the town, a manufacturing place of little interest.

Luttre, see below.

The old line is as follows:—

Brussels to Braine-le-Comte, see Route 2.—At Braine-le-Comte the line to Namur by Manage, Luttre, and Jumet branches off to the east.

Ecaussines (Station). Standing among valuable quarries of blue limestone. The church of Marché-les-Ecaussines contains some exceedingly curious tombs. Passing over the Charleroi Canal and through a country possessing no remarkable features, except collieries,

Manage (Station) is next reached. Here is the junction of the Mons and Manage lines, Route 14. On the left lies *Seneffe*, remarkable as the spot where William III., when Prince of Orange, in 1674, fought the old warrior, Condé, on which occasion 27,000 were killed. There is at the latter place a magnificent château, enclosed by a remarkable park. Leaving Manage the scenery becomes more varied: interesting works of art are numerous. Traversing the tunnel of Godarville, the railroad takes a winding course.

The line then passes **Gouy-lez-Piéton (Station)**, **Pont-à-Celles (Station)** to **Luttre (Station)**, where a junction of 18 miles is made with Tamines, *viâ* Viesville, Gosselies-Ville, Jumet-Brulotte, Ransart, and Lambusart. Jumet, above named, has a population of 23,858. It connects with Lodelinsart, on the Central Belge, among collieries and glass works; and with Trazegnies, near Pieton (Station), on Route 7A.

From Lutire, the road next traverses a cutting, the sides of which exhibit layers of earth and flint strangely superposed. On approaching Gosselies the cuttings are of immense depth.

Gosselies-Courcelles (Station), 1½ mile from the town, to which an omnibus runs. Population, 9,118. A connecting link is made with Châtelineau, *viâ Jumet*. On quitting Gosselies, the railroad traverses a beautiful country, cutting through several coal beds, past Sumetz, situated in a most picturesque manner at the base of a little hill, near the Abbey of Sart-le-Moine, which contains a rich altar-piece of wood sculpture. Passing the

Roux (Station), the road traverses a rich open country, in the midst of which are the manufacturing districts of Charleroi, and shortly reaches

Marchienne-au-Pont (Station), the junction with the Sambre and Meuse Railway, now extended to Berzee, Walcourt, Silenrieux, Canuin, Vireux, &c. At Marchiennes-au-Pont the Brussels and Charleroi canals join the Meuse. The river Sambre is here met with, and between this station and Namur the railroad crosses it no less than sixteen times. The railroad here crosses it on a beautiful bridge. On the right, after leaving Marchiennes, the gigantic establishments of Moncean Fonteine are seen; at the distance of a league and a half from these, the ruins of the *Abbey d'Alne* are situated—the traveller should visit these.

Crossing the river Heure, which effects its confluence immediately after with the Sambre, the coal works of Lodelinsart are passed on the left, and the town of La Providence; here the manufacture of iron is carried on to a large extent. The stranger should not think of quitting the neighbourhood without visiting some of these great establishments, which are in no way inferior to some of the largest English works of a similar description. Approaching Charleroi, the station, situated in the lower town and near the place, is arrived at.

Charleroi (Station). Population, 22,551.

Hotels: Dourin; Grand Monarque. Buffet.

It offers little of consequence, excepting an Archæological Museum, with a good collection of local, prehistoric, Roman, and Frankish antiquities, and some local minerals. The district around as a population of 80,000, and presents a scene of extraordinary activity. The Charleroi *coal-field* is the most extensive in Belgium, giving employment to 10,000 miners, and yielding annually 3,000,000 tons of coal; the glass trade is also carried on to a very great extent, and those numerous and extensive iron works, which derive their supplies of iron ore from the Sambre and Meuse district—one of the most picturesque and interesting countries in Belgium, but, with the exception of a few eminent geologists, totally unknown to travellers. It extends about 40 miles south of Charleroi to the French department of the Ardennes. The Sambre and Meuse Railway, which commences at Marchienne-au-Pont (as above), about a mile from Charleroi, traverses it in its entire length, terminating on the Meuse, near Givet. The network of railways surrounding Charleroi on the east, north, and west, is closer than in any other part of Belgium, excepting a district to the east and south-east of Mons.

The Sambre and Meuse present attractive features to the lovers of angling, the trout of the former and cray-fish of the latter being abundant and excellent. Bridges span both the rivers here.

At two leagues distance from Charleroi, in the picturesque valley of the Sambre, are the ruins of the *Abbey d'Alne* (already mentioned), one of the most ancient monasteries perhaps in Europe, built in the year 656.

The railway crosses the river Sambre many times between Charleroi and Namur. The scenery is most charming. At Charleroi the line branches off, and leads to Walcourt; having offshoots to Laneffe, Morialmé, Philippeville, Florennes, Mariembourg, and Chimay (on the French border).

Charleroi to Namur.—Shortly after leaving the station, the village of Couillet, renowned for its metallurgic establishments, is passed; then Montigny-sur-Sambre, the factories of which give employment to many workmen. Crossing the Sambre, the elevated chimneys of

Châtelineau (Station) are observable, near a town celebrated for its earthenware. From here a link comes in *via* **Jumet** and **Gilly**, in the coal district. There is also a communication (31 m.) with **Givet** on the French frontier. Leaving Châtelineau the traveller passes the beautiful

LUXEMBOURG (Station).

Hotels: Grand Hotel Brasseur, first-class Hotel, replete with every modern comfort, exceptionally situated near the Park. English spoken. De Cologne, in the centre of the town, an old house, affording good accommodation. Hotel de l'Europe.

The town, not less singularly than picturesquely situated, is the capital of the independent duchy of the same name, and contains 18,187 inhabitants. Of the public buildings, the most noteworthy is the old Hotel du Gouvernement, which dates from 1443, and was then the Hotel de Ville.

It is divided into the upper and lower towns, the former being connected only on the west with the neighbouring country, with a descent 200 feet deep on the other sides. Its valley, which will well repay a walk, is enclosed by bold and rugged rocks of lofty dimensions, and watered by the streams of Alzette and Peltrusbach. The lower town is full of active industry, and has a great number of mills and dyeworks. A projecting rock, known as Le Bouc, divides it into two quarters, which communicate with the upper town by means of zig-zag streets and flights of steps. A broken fragment, with two gateways, forms the sole remaining memorial of the palace of Peter Ernest of Mansfeldt, the Spanish Stadtholder. A fine and striking view of the town may be obtained from the road to Trèves, and this is decidedly the best point if the traveller desires to carry away a characteristic remembrance of this singularly built and situated town. The fortifications were successively added to and strengthened by various towers until it was considered to be the strongest defence in Europe, after Gibraltar. According to a Decree emanating from a Conference of the Great Powers, held in London, (May, 1867), the Forts were dismantled, the whole of the Prussian garrison withdrawn, and the Duchy is now neutral territory under the control of the Grand Duke of Nassau. The Fosse is now filled up; a fine park occupies the site of the fortifications; and new buildings are rising up outside at the best points of view.

On entering the gate of the city, the passport may be demanded, and must be given up. A receipt or certificate (Schein) is given on the production of which, on the following day, at the *Polizei*, the passport is returned. If, however, the traveller wishes to proceed on his journey the same day, his passport may also be obtained.

Excursion on Whit-Tuesday to **Echternach** (page 137), which has a church of the 13th century, originally founded in the 11th.

Rail to Diekirch and Spa, to Thionville and Trèves, crossing the ravines by good viaducts.

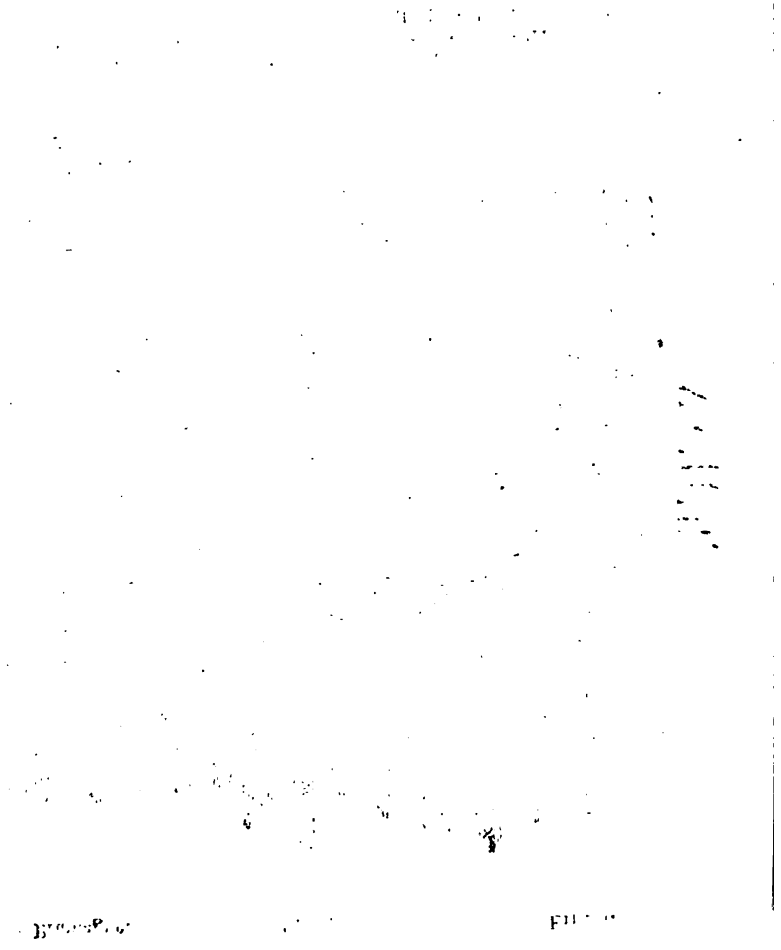
Our line to Trèves passes through a hilly country, to

Oetringen (Station), or *Œtrange*, on the Sire. Then **Roodt (Station)** and **Wecker (Station),** near GREVENMACHERN, where the line reaches the Moselle, and follows its left bank, through scenery of attractive beauty, until our arrival at Trèves.

Mertert (Station), between the Sire and Moselle.

At **Wasserbillig (Station)** we cross the bridge spanning the Sire, and arrive at the Prussian frontier and custom-house, where the examination of baggage, &c., a rigid but polite one, takes place. **Igel** is the next station, where is visible from the line the *Igel*, a curious Roman monument. The village is a small one, and has, standing in its midst, a magnificent Roman structure, known as the monument of Igel. It is a quadrangular *Obelisk*, 75 feet high, ornamented with inscriptions, carvings, engravings, &c., but so mutilated as to render the discovery of its origin or designation all but impossible. Many, indeed, have been the explanations given of it, as many, probably, as the number of antiquarians, who exhausted all their lore in endeavours to decipher its hieroglyphics. Some claim it as a commemoration of Constantine's marriage with Helena, others would ascribe its erection to record the birth of Caligula, and others consider it an allusion to the apotheosis of some imperial family. However, speculation seems to be merged in the plain fact that it was erected by two brothers called Secundinus, for a twofold purpose; that is, to commemorate a marriage of their sister, and be a mourning memorial for the memory of their deceased relatives. Its style of architecture would denote it as belonging to the Constantine era. The Secundini, by whom it was erected, it would appear, were a noble and powerful family,

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château of Beaulieu, the gardens of which are much spoiled by the railway, and shortly arrives at

Farciennes (Station), near a pretty village of 6,066 inhabitants, which has been literally cut in two by the railway passing through it. Through a country rich, varied, and interesting,

Tamines (Station) is next arrived at, where lines come in from **Luttre** (page 49) and **Mettet** and **Dinant** (see page 63); then **Auvelais**, a pretty village, possessing nothing of interest. Crossing the Sambre for the seventh time since leaving Marchienne, immediately after leaving Auvelais, the railroad enters vast cuttings, made in enormous banks of schist, curiously disposed. Passing the hamlet of Grand Bois, and again crossing the Sambre, deep cuttings are entered, on emerging from which are seen richly clad meadows, through which meanders the river. On the right is seen the steeple of the Church of Ham-sur-Sambre, and on the left that of Jemmeppe.

Moustier (Station) is then seen, and further on to the left Mornsmerit; then a cutting, then again the Sambre, and still the Sambre, which recedes, approaching and bending like a serpent, enfolds amorously the green hills, then retires, like a coquette, to wander about in a thousand circuits, where the eye in vain strives to follow her.

The railroad next passes through a lovely wood, surrounded by forests; on the right, as far as the eye can reach, rise a succession of hills, entirely wooded, gradually sinking and terminating in front of us by a slight elevation, in which is situated the village of Franceres; on the left are the park and château of Loye, and looking across the viaduct the traveller may perceive the magnificent buildings of the *Abbey of Floreffe*, situated midway on the side of a hill higher than any we have hitherto seen, and bristling here and there with the points of rocks, which cut off by their aridity the vigorous vegetation which surrounds them on all sides.

Floreffe (Station). The village gives evidence, in the immense church and the beauty of its Abbey, of the importance anciently attached to it by the Counts of Namur. It has 2,600 inhabitants. Crossing the Sambre three times after leaving Floreffe, the railroad passes Malonne, a celebrated Abbey, the beautiful steeple of which, erected in 1651, is seen between two hills towards the right. Passing through a country somewhat varied and interesting, the railroad, in following the course of the Sambre, describes innumerable curves and turnings, and crossing a fine viaduct, reaches the station in Namur, situated outside the Porte-de-Fer, which leads to Louvain.

ROUTE 9.

NAMUR (Station). *Flemish;* Namen.

Hotel d'Harscamp.

The capital of the province of Namur, at the conflux of the Sambre and the Meuse, a well-built city, with wide and clean streets. It contains a population of 29,794, who are chiefly employed in the cutlery business. It is defended by a citadel built on the summit of a craggy rock. Here are extensive manufactures of fire-arms, swords, knives, scissors, and other articles of iron, copper, and brass. Quantities of leather, paper, thread, and tobacco are also prepared here. Namur has often changed masters, and is noted for the many sieges which it has sustained. Owing to the destruction inflicted during these various sieges, bombardments, &c., it has now but few objects of interest to enlist the traveller's notice. Namur has lately been much visited by Belgians and a Kursaal has been built on the Meuse.

Cathedral of St. Aubin, an elegant modern building, erected in 1772, having a portico supported by twenty-five columns (the capitals of which are elaborately ornamented), and surmounted by statues in white marble. In the interior will be observed some fine paintings by Rubens, and some remarkable monuments. On the right of the altar is a monument to a Bishop Pisani. Here also is the tomb of Don John of Austria, the victor of Lepanto. The wooden pulpit erected in 1848, from a plan by M. Geerts, deserves notice. The treasury contains many valuable curiosities.

The *Church of St. Loup*, Rue du Collége, is also a fine specimen of the ornamental style of architecture. The roof is constructed of the stone of St. Hubert, brought from the Ardennes, in the neighbourhood of Marche; and the wood of the confessionals is curiously and elaborately carved.

The *Château*, remarkable for its siege of two years, from 1256 to 1258. The Government House was formerly the Bishop's Palace, built in 1275, by an Englishman named Strickland, who was bishop of the diocese. The *Citadel* and *Ramparts*, built on one of the mountains overhanging the town, command varied and extensive views over the fertile country watered by the Meuse. The town also contains several hospitals, the principal of which is that founded by the Countess of Harscamp, in 1812, for aged destitute persons of both sexes. The *Archæological Museum* contains a large and interesting collection of Roman and older antiquities. In the neighbourhood of the town are quarries of black, red, and grey marble, susceptible of a very high polish.

The tan-yards, which were formerly an important branch of industry at Namur, are much diminished in importance; but there are still several remaining—as also numerous breweries, and one glass house. The pit-coal, called houille, is found in the hill on which the castle is built. Tobacco and endive are cultivated.

A statue of Leopold I. was inaugurated, 1869. The Boulevard Leopold, leading to the pretty little Park of Maria Louise, is adorned with a monument to Omalius, the geologist.

The streets of Namur are wide and well built, principally of blue stone, veined with red and black. The singular sham-fights, formerly carried on between the two parties of young townsmen, mounted on stilts, were once a favourite diversion of the inhabitants, to which, it is said the brewers of Namur owe the exemption from excise, granted by Duke Albert. They are now almost discontinued, but are still occasionally to be seen during the *Fairs*, the principal of which commences on the 2nd July, and lasts fifteen days; the others are but one day each, viz.: the second Monday in April, and the first Saturday in October.

The Citadel is thought to occupy the site of the fortified camp of the Aduaci, mentioned by Cæsar in the second book De Bello Gallico, which was certainly not far from here.

Within 3 miles of Namur is the curious Hermitage of Montagne. cut in the solid rock, by a brotherhood of Carmelite Friars; and about two miles to the north, is the village of Vedrin, in which is a valuable lead mine, discovered in 1619. The walk to this village, as well as that of La Plante, which is about the same distance, is delightfully picturesque. The principal lines are to Luxembourg and Trèves (Route 13); to Tirlemont; to Dinant and Givet (Route 16). The line to Tirlemont (page 67) is 27¾ miles long and passes through Ramillies (page 49).

Namur to Liége.

The railway station is on the Place de la Station, with the Boulevard de Léopold on one side and the Square Léopold on the other. The latter is laid out in gardens, and leads to the Place Léopold, in which is a good statue of Léopold I. by Geefs. The Boulevard Léopold, on the other side of the Gare, also has a statue of J. J. Omalius d'Halloy, the noted Belgian geologist.

Leaving the station the railway passes under the hill of Pied-noir, and that of Coquelet, between which ascends the high road leading to Louvain. After the doubling of the hill of Pied-noir, more generally known by the name of the Windmill-mount, the railway, leaving to the right the fortifications of the town, St. Nicholas's gate, and the neighbouring plantations, passes by the trees of the Grands-Malades (an old leper hospital), at the foot of steep hills, of which the rocky slopes conceal from sight the village of Bourges, by which they are crowned. At this point we see embedded in a rock the picturesque Hermitage of St. Hubert. The railway now approaches the Meuse, and does not leave it until its arrival at Liége. It crosses the first valley, running past some rocks of brilliant whiteness, which close the prospect on the left bank, and vanish towards a cluster of trees which shelter the white buildings at the sign of La Tête du Pré. The landscape is closed on the right bank, which the old road follows, by the heights of Erpent, at the top of which winds the road to Luxembourg; lower down, by the hill overhanging the gloomy Trou des Larrons, a famous cave, once so dreaded by travellers; and lastly, by the heights of Lives, the sides of which are covered with blocks of stone, presenting the fantastic appearance of a manor-house, with its massive entrance flanked by two mouldering towers.

This first valley has beauties too numerous for us to attempt to describe. It is followed by others in rapid succession, equally grand and beautiful. Every attempt to do so would appear cold and colourless compared with the impression produced by the view, under the unceasing play of light and shade, by the splendid river, sprinkled here and there with verdant and graceful islands, a limpid and azure track travelled over, hour after hour, by heavily laden trading boats, slender steamers, with sounding and foaming paddles, and long white plumes of smoke.

Beyond Tête-du-Pré the railway passes by the village of Beez, and soon reaches the beautiful rocks of Marche les Dames, whose greyish sides border the road, and proudly raise their wild steep crags in the air.

Marche les Dames (Station).—The Castle on the rocky slope is an erection of the present century, by the owner of some ironworks—it now belongs to the Duc d' Aremberg. The village is of regular construction, and contains a pretty good number of houses and forges.

The village owes the first part of its name to its situation on the confines of the ancient district of Namur (*Marche*, frontier limit), and the latter part refers to the foundation of the Abbey, which still attracts a number of visitors to Marche-les-Dames. An affecting tradition connects its origin with the first crusade. When in the reign of Albert III. the Namur crusaders set out for the Holy Land, such of their wives as were unable to follow them assembled in the rustic and lonely valley, of which the industry now established there has not entirely destroyed the charms; they raised a modest chapel, in which, praying for the deliverance of the Holy Sepulchre, they waited for the return of their husbands. But out of the many warriors who had been to seek for glory on the burning plains of Palestine, very few, indeed, ever regained the green hills of their native land. When the crusaders who had escaped death returned to the banks of the Meuse, desolation reigned in the Valley of Notre Dame du Vivier, as it was then called. Most of those wives learned that they were widows, and resolved to end their days in the retreat which they had chosen, and young girls, whom the war had made fatherless, joined them. An abbey was founded there, which, in three centuries afterwards, adopted the rule of St. Bernard.

Opposite here, on the right bank of the Meuse, is the château of Brumagne, in a shady park; and on the left bank, at a small distance, is the furnace of Hainiau. A little further on at the entrance of the village of Namèche, against the extreme point of a rocky chasm, we see a modern little *Chapel*, almost buried behind the embankment of the railway. It is dedicated to St. Roch, and has, above its doors the following:—

"saint roch vous avez preservé les maux de cette paroisse."

This church was erected at the cessation of the cholera in 1833, which ravaged Namèche with great violence. The date is indicated by the Roman capitals.

Above Namèche, on the opposite bank, on the slope of a high hill, and from the midst of a dark plantation of fir trees, appears, with its whitish walls and vast slate roof, the lordly residence of Moisnil. Lower down, and occupying the bottom of the valley, appear the gigantic rocks of Samson, opposing a seemingly impassible barrier to the river; on the highest block are the ruins of the castle of Samson.

Namèche (Station).—Beyond Namèche, a short distance from the village, the extreme point of an elevation which skirts the railway presents the exact outline of a strongly-marked human face. The artist, in drawing it, has not made the least alteration, nor the slightest addition. He has merely copied the fantastic profile which offered itself to his view, and which vanishes from sight on a near approach, being the result of a capricious assemblage of shapeless stones which the railway cutting has exposed to view. (See illustration).

Sclaigneaux (Station), with a small hamlet adjoining on the village of Vézin. Amidst the buildings, whose reddish walls contrast with the grey tints of the overhanging rocks, appears a lead manufactory. The pretty village on the opposite bank, that reflects itself on the waters of the Meuse, is called Sclayn, situated in the centre of a

been long improperly called Château César (Cæsar's Castle). The Dukes of Brabant resided many years in the castle, and Henry, the first Count of Louvain, was assassinated there in 1308. It was rebuilt at the expense of the magistrates in 1375, and was once the winter residence of Edward III. of England, and his Queen. At a later period it was selected as the place of abode of the illustrious Charles V. during his youth. The ruins of the castle are still remaining. Till the year 1792, when the revolutionary troops, under General Kleber, made themselves masters of the town, Louvain could boast of never having been taken by an enemy, though it had been repeatedly besieged during the sixteenth, seventeenth, and eighteenth centuries.

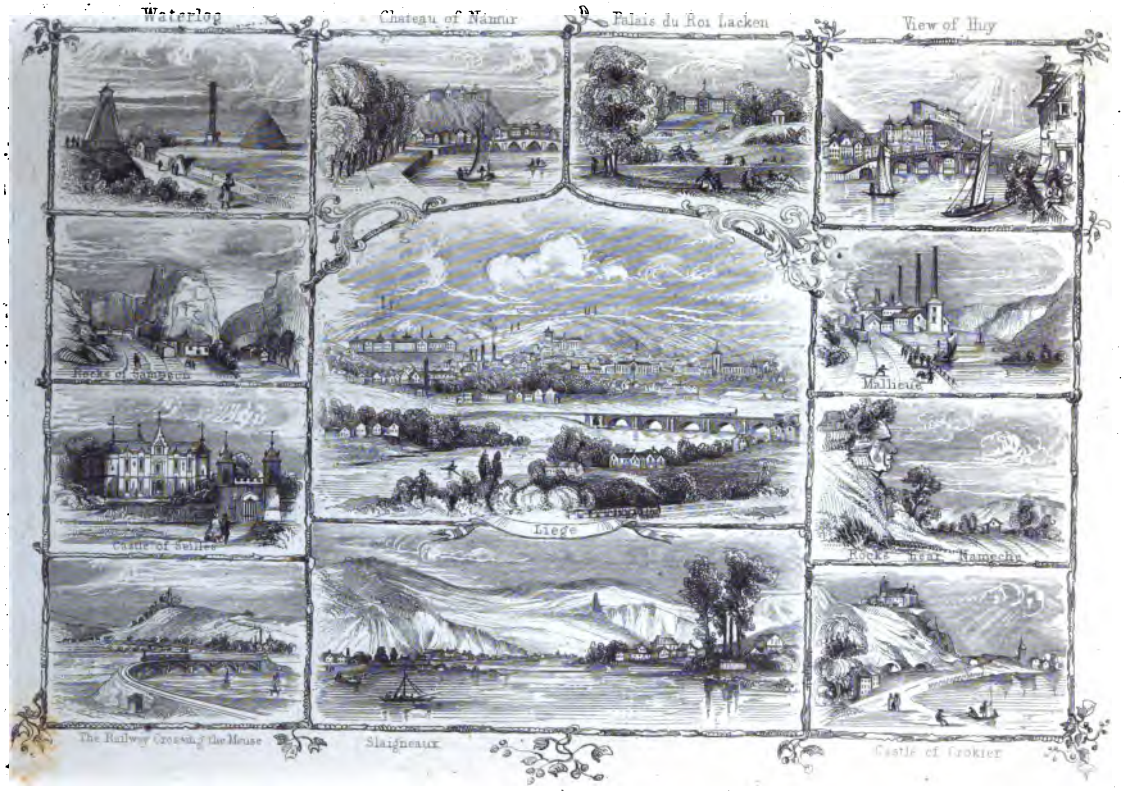
In the beginning of the fourteenth century Louvain was a large, populous, and rich city, in which the manufacture of woollen stuffs was so considerable, that in 1317 it reckoned 4,000 establishments connected with the cloth trade alone, and contained 40,000 inhabitants. During the reign of Duke Wenceslaus, however, and about the year 1370, a tumult arose in the town, in consequence of the arbitrary punishment of a citizen, after he had been judicially acquitted of a petty theft of which he was accused. A number of cloth manufacturers took part in this tumult, and on its suppression were banished from the town. These ingenious workmen retired to England, drawing after them many of their relations and friends; and so rapidly did the town decrease in population from that period, that in less than forty years Louvain presented all the appearances of a vast deserted city. To remedy the evil, John, the [illegible]th Duke of Brabant, founded in 1246, a *University*, which afterwards became one of the most celebrated in Europe. It was suppressed by the French in 1793, and the building converted into a hospital for invalids. It was, however, re-established, under the late government, in 1817, in the former Halles of the cloth workers; a large building of great simplicity, erected at the close of the last century. There are 17 professors and about 1,500 students. The library contains about 70,000 volumes, and the university also possesses a botanical garden and a tolerably good museum of zoology and mineralogy.

The principal productions of Louvain are woollen stuffs and dimities, with the various articles proceeding from the salt-works, sugar refineries, manufactories of potash and starch, bottle works, window-glass manufactories, potteries, brandy and gin distilleries, and establishments for extracting oil from rape-seed and colza. There are also a number of cotton-printing establishments and several printing offices. The White Beer of Louvain is in great repute, and exported to all parts of Belgium; besides which, another kind of malt liquor, called peterman, is the common table beer of the higher classes. The town contains upwards of forty breweries, producing, annually, above 200,000 barrels of malt liquor.

The *Hôtel de Ville* is one of the most perfect specimens of later Gothic architecture extant, and the innumerable carved figures which enrich the front exhibit indubitable traces, notwithstanding the ravages of time, of exquisite workmanship. It was built in 1439. In the council chamber are some paintings by Verhaegen, and the Continence of Scipio, by Luca Giordano; and in the Grand Saloon is a collection comprising the Resurrection, by Rubens; Jesus, Mary, and Joseph, by Crayer; and a portrait of Lipsius, by Vandyck.

The *Cathedral Church of St. Peter* was built about the year 1010, and replaced by the present building, a beautiful edifice, in 1490. This had a spire of the height of 538 feet, considered by the people of Louvain as the eighth wonder of the world; but, unfortunately, this bold and justly admired specimen of steeple building was levelled with the ground, by a violent storm of wind, in 1604. The interior of this church contains much to attract the attention, particularly a fine allegorical subject, representing Faith, Hope, and Charity, by Crayer, which is in the Chapel of the Trinity. The iron screen, curiously wrought in one piece, is by Goemans, and the iron lustre by Quentin Matsys.

The Crucifixion, by Vandyck, which adorns the altar of St. Julien, is remarkable for the artist's introduction of a number of winged boys, who are stationed with a cup at the foot of the cross, to catch the blood of our Saviour. The Last Supper, and the Martyrdom of St. Erasmus, by Dietric


Waterloo
Chateau of Namur
Palais du Roi Lacken
View of Huy
Rocks of Dampicourt
Malheure
Castle of Seilles
Liege
Rocks near Namecha
The Railway Crossing the Meuse
Slaigneaux
Castle of Frokier

Bouts, though long falsely attributed to Memling, should also be noticed; as well as the marble altars of the Chapels of the Sacrament and the Virgin Mary; the latter was designed by Rubens.

The oak *Pulpit* was brought to this church in 1807 from the suppressed Abbey of Ninoven, near Brussels. It is the work of Bergé, in 1742, and by some considered one of the finest specimens of carved wood in Belgium, and is richly sculptured. The Conversion of St. Paul occupies the lower part, and round it are a number of figures of animals, intertwined with imitations of trunks and leaves of trees. The Communion Railing, by Alexander van Papenhoven (date 1709), is an exquisite production, with its groups of angels and cherubim playing among flowers, leaves, and fruit. The organs, which are among the best in Belgium, were long falsely attributed to John Goltfows, but were really made by John Crimon, of Mons, in 1556. In the choir is the mausoleum of Henry IV., Duke of Brabant, who died in 1235; and behind it, in a small chapel, that of Margaret of Louvain, assassinated in 1025, patroness of servant girls; in connection with which there is a marvellous story told, somewhat as follows:—Being servant at an inn, the night previous to the day on which she and her master and mistress had resolved to enter a convent, she went out to fetch some wine for some pilgrims who had arrived. During her absence these pilgrims murdered her master and mistress, and on her return they assailed her with the same intention. Overpowered, after a long struggle, she was thrown into the Dyle, and, contrary to natural laws, her body floated upwards against the stream, surrounded by a halo of glory, and emitting sweet and harmonious sounds. Henry, the first Duke of Louvain, saw this wonderful miracle; the report soon spread, her body was embalmed, and a shrine erected in her honour; and there, to the admiration of the faithful, may the wooden pitcher in which she fetched wine to this day be seen.

The churches of St. Michael, St. Anthony, and St. Gertrude are also worthy of notice; as well as the new cellular Prison erected at the Dieste Gate. *St. Gertrude* has some exceedingly fine wood carvings, which should not be overlooked.

The *Tower of Jansenius*, in which he is supposed to have written "Augustinus," his great work on Grace and Freewill, and the house of Lipsius are also shown to strangers. Louvain contains a number of fine old houses, with ornamented fronts, principally in the Rue de Namur.

The Walks formed in the ancient moat around the town, especially that called St. George's Garden, are extremely pleasant; and the quarter named the Rivage is handsomely built. The Penitentiary is the largest solitary prison in Belgium.

The town has a circumference of 6 miles, in which space, however, are comprised many gardens and orchards; it communicates with Mechlin by a canal, formed in 1750, along the banks of which is a post road, of 2 posts or 15 miles in length, by which we join the high road leading from Brussels to Antwerp and to Amsterdam, at Mechlin. The principal promenades are the avenues of trees, 2 miles in length, ranging with the canal outside the Aerschot Gate; the new circle of boulevards, on the site of the old turreted walls; and the walks to the château of Count d'Aremberg, the Benedictine Abbey, and Sudwater, the seat of M. Plascheret.

A fair of ten days, for all kinds of merchandise, at Louvain, is held annually, beginning the first Sunday in September. It seems to be a healthy place, as it appears, on the authority of Dr. Granville (vol. 1, p. 72), that the mortality as to the number of births is in the proportion of six to eight.

Louvain to Liége.—After leaving Louvain the old Abbey of Parcq (1131) is passed on the right. The church and part of the buildings are still retained by the monks.

Corbeek-Loo (Station) and **Vertryck (Station)** are soon arrived at and followed by

Tirlemont (Station), or *Thienen*, in Flemish.

Hotels: Du Nouveau Monde; de Flandre.

There is a good Buffet at the Station.—The chief place of a canton of the district of Louvain, in the province of Brabant, is situated on the great Gette, which traverses it. From its size Tirlemont was probably once very populous; the present population is about 15,985. The ancient *Church* of St. Germain, built upon the summit of an eminence overlooking the town, has a Romanesque tower.

and is probably of the twelfth century. The Town Hall deserves a visit, as also the magnificent hospital of Tirlemont, and the barracks. Here is a Josephite College for boys. Rail to Namur; and also to **Neer Linter, Diest, Heppen,** and **Moll,** 43 miles.

Diest (Hotel du Sauvage), on the Demer, has a fort, and an old church (St. Sulpice); population, 7,599. Near this are the curious Church on Mont Aigu, and Avendboden convent of the fourteenth century, well worth a visit. At Neer Linter, a line of 20 miles goes to **St. Trond** and **Tongres,** or Tongeren. This last is the old seat of the Roman *Tongri*, and has a fine Cathedral (good cloisters) of the thirteenth century, with a spring called Pliny's Fountain. *Hotel:* De la Casque.

At *Neerwinden*, between Esemael and Landen, William III. and the Allies were defeated by Marshal Luxemburg, 1693.

Landen (Station), in the country of Pepin of Landen, mayor of the palace to Clotaire II., and founder of the race of Charlemagne. He died here in 640.

Rail from Landen to Ramillies (11¾ miles) and Tamines (34¾ miles).

The Landen and Ciney *Rail* is open *via* **Braives, Huy** (page 54), **Modave** (page 55), **Havelange** and **Ciney,** and is now continued to Marloie on the Luxembourg line (page 60). Hesbaye and Condroz (**Condruci,** Cæsar) are names of two old districts here: the first round Tongeren; the second between the Meuse and Ourthe.

To HASSELT, MAESTRICHT, and AIX-LA-CHAPELLE, see Route 17.

Shortly after leaving Landen the railroad leaves the province of Liége, and enters that of Limburg. It returns to that of Liége; and at **Rosoux (Station)** it leaves Liége again, and crossing the river Geer, it reaches

Waremme (Station), a small place in the province of Liége; population, 1,400. The Church is said to have been founded by the Knight Templar, Guathier, in the twelfth century. The ramparts are now changed into public walks; there is also a fine square in the centre. On the banks of the Geer the Castle of *Longchamps*, remarkable for the great extent of its park, may be seen. Waremme is famous for its gingerbread. On leaving the station, one of the best preserved Roman roads is crossed by the railroad. On reaching Remicourt, a commune of 350 inhabitants, the railroad is equal in elevation to the summit of the steeple at Antwerp. Crossing the brook Yerne, the line reaches

Fexhe, a commune of the district of Waremme, province of the Walloons. It is called "Fexhe with the high Steeple," though the steeple of the church by no means justifies the appellation. Population, 680. The road gradually rises to **Ans (Station),** the one next to Liége. Save the remains of an ancient castle, there is nothing of interest at Ans. It has 6,875 inhabitants.

On approaching Liége the traveller should observe attentively the fine scenery presented on his descent of the inclined plane leading to the station. The whole city of Liége, with its domes, its innumerable manufactories, and its palace, extended over the valley, or plain—at the junction of the Meuse and Ourthe—is a grand sight.

LIÉGE (Station)—Flemish, *Luik*; German, *Lüttich*. *Hotels*:

Hotel de Suède, good in every respect.

Hotel d'Angleterre; De l'Europe.

Grand Hotel Charlemagne.

Hotel de Dinant; Schiller; Fontaine; Pommelette; Grand Monarque.

There is a good Buffet at the Station, which is distant from the city three-quarters of a mile.

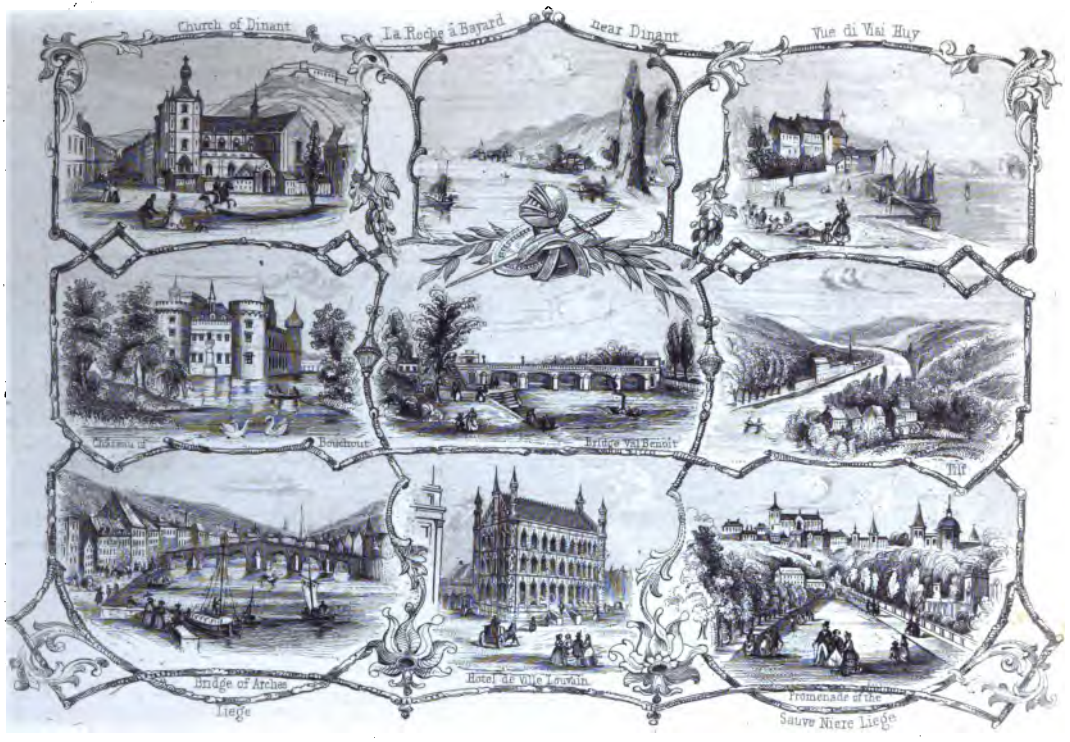
Omnibuses convey passengers to and from the station for half a franc, and a trifle for luggage.

Post and Telegraph Office.—Rue de l'Université.

POPULATION (1890), 147,660.

Liége, the capital of the ancient principality of that name, which formerly appertained to the Westphalian circle of the German empire, is a large and fine city, lying in a fertile valley at the junction of the Meuse with the Ourthe, the Vendre and the Meuse-Ambrorix. The city is said to derive its name from the Latin word *legio*, on account of a Roman legion having been defeated by the Eburi, or ancient inhabitants of Liége, during the stay of Julius Cæsar in Belgium.

The prince-bishops of Liége were, at an early period, prelates of great power, though constantly obliged to resist the turbulent insubordination of the citizens. In 1468, the Bishop of Liége was murdered in his palace by William de la Marck,


Church of Dinant
La Roche à Bayard
near Dinant
Vue di Vial Huy
Bouchout
Bridge Val Benoit
Tif
Bridge of Arches
Liege
Hotel de Ville Louvain
Promenade of the
Sauve Niere Liege

sational papers. There are also card and billiard tables, merely for amusement and pastime.

Musical and other Entertainments. — Concerts are given from time to time in the saloons of the Kurhaus. Performances of instrumental and vocal music take place frequently, executed by amateurs of the town. These are—the Union for instrumental music; the Liedertafel (vocal music); the Concordia Union (vocal harmony). Every day from 7 to 8 a.m. and from 12 to 1 p.m. a band plays at the Elisenbrunnen; and from 3 to 4 30 p.m. in the garden of the Kurhaus. The military band plays on Sunday, from 12 to 1 o'clock p.m., before the Stadttheater. Operas, tragedies, and comedies are given by turns on four days of the week, at the playhouse. A dress ball takes place once a week in the saloons of the Kurhaus.

Public Institutions.—In addition to the Polytechnic, with about 400 students, Aix-la-Chapelle has a higher burgher school, a ladies' seminary and boarding-school, St. Leonard's, besides several private schools for both sexes. An establishment for gymnastic exercises and tilting, and a swimming school, have been added. A most important philanthropic institution is the poor and orphan house, under the guidance of a charitable sisterhood. Besides this establishment there is the handsome Mariahilf Hospital, with fine grounds (free), and an institution for the deaf and dumb.

Promenades and Points of Excursion into the Country. — The Lousberg Belvedere presents a delightful point of view over the surrounding landscape, studded with country seats and villas. It is laid out like a garden, with shrubs and shady trees. The hill itself is a formation of chalk, and celebrated for its treasures in conchites, shells, and vegetable petrifactions. Opposite to the Lousberg lies a secondary hill, the *Salvatorberg*, with a pilgrimage chapel on its knoll. The chapel was founded by Louis the Meek. The Isargarten and the Zoological garden are also agreeable resorts. At the suburb of **Burtscheid**, or **Borcette**, are hot springs ranging from 140° to 162° Fahrenheit, forming a boiling, bubbling brook in the middle of one of the streets; and an ancient Abbey. It is here that the Devonian transition limestone stone is visible, containing very peculiar petrifactions, viz., species of *Calamopora*, *Cyathophyllum*, and *Terebratula*, among others. Frankenburg, a restored stronghold of the middle part of the seventeenth century, said to have been a hunting lodge of Charlemagne. A moat surrounds it, into which, the legend tells us, Queen Fastrada's ring was thrown. Departing from Borcette, the way leads to it by the Warmeweier along the Pockenpützchen (smallpox-puddle), through a picturesque rocky cleft. At a short distance eastward lies Trimborn, adjoining to which is a delightful little wood, containing an artificial ruin, constructed from the remains of a chapel of Charlemagne, and a sarcophagus. *Scheenforst*, the ruins of a stronghold of the thirteenth century, lies eastward, not far from the Frankenburg.

Its neighbourhood abounds in wild flowers and plants, amongst which are to be found the *Platanthera bifolia* and *chlorantha*, the *Orchis cortopnora*, *Gymnadenia viridis*, and *Conopsea*, the *Arnica montana*, *Parnasia palustris*, *Limosella aquatica*, and many others. Malaten (very likely a later corruption from the French "malades"), a mile and a half westward from Aix, has the ruins of an infirmary and chapel, of the dawn of the thirteenth century. At this spot is the Quirinus spring. Septfontaines, about 2 miles, in the same direction; where seven springs are observed issuing out of the base of a barren hill of calcareous marl. Flowing through a highly romantic country, the springs give birth to the Wildbach (mad stream). The summit of this rocky hill affords a picturesque view.

In its near vicinity lies Vetschau, a very interesting village for geologists. Here the Maestricht stratum, containing a variety of petrifactions, is met with. Dr. Debey's collection includes many fossil plants from the hills. A pleasant way leads from Vetschau to Laurensberg. The village church is situated on the top of the grass-grown knoll, from whence, under spreading linden trees, a most delightful view of the town of Aix is beheld. From thence the carriage road leads back to Aix across the Wildbach. Kaisersruhe, about 2 miles northward of the town; its vast and delightful gardens, its nurseries, hothouses, and its beautiful perspectives are very attractive. Bordering

upon the backgrounds of the gardens lies the Scherberigberg (flinty hillocks with vast pebble-stone beds.

The Wolfsfurth (wolves' ford) in the valley of

Neuss (Station). Population, 23,000. This place used formerly to be quite close to the Rhine, but since the fourteenth century, owing to the

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across the Wildbach. Kaiserstraße, about 2 miles northward of the town; its vast and delightful gardens, its nurseries, hothouses, and its beautiful perspectives are very attractive. Bordering

upon the backgrounds of the gardens lies the Scherberigberg (flinty hillocks with vast pebble-stone beds.

The Wolfsfurth (wolves' ford) in the valley of the Wurm, at the foot of the Scherberigberg. Here is the only discharge of all the drains of Aix-la-Chapelle. This place consists of some few buildings, chiefly cloth manufactories. Some good flower and kitchen gardens are attached to them, and also a small park, the property of the cloth manufacturer, Mr. Kuetgens. Gardens and park form a part of the Bois de Pauline, a name given to this wood by Napoleon's sister.

Excursions also to the Aachener Wald, Carlshöhe, Ronheide, Linzenshäuschen, &c.

Railway to Düsseldorf and Cologne, as below.

To Malmédy, viâ Montjoie, 51 miles.

There are three Railway Stations; the Rhenish (Cologne, &c.), Tempelerbend, and Marschier-Thor (Gladbach, Düsseldorf, Liége, &c.)

The walk from Aix-la-Chapelle to Liége is charming.—*R. S. C.*

[Aix-la-Chapelle to München-Gladbach, Crefeld, and Ruhrort, by railway.

Geilenkirchen (Station), the nearest for **Jülich** or Juliers. (See below.)

Erkelenz (Station). Population, 4,312. A small place on the Roer.

Rheydt; population, 26,822, the junction of the line from Gladbach to Antwerp.

München-Gladbach or **Gladbach (Station).** Population, 49,826. On the Ners. It has a Benedictine Abbey, and considerable manufactures of cotton and woollen are carried on. (From here a branch of the Berg-Märkische Railway was opened 1873 to **Jülich** (22¼ English miles), with short extensions thence to **Stolberg** and **Düren** (13 and 14 miles respectively), both on the line from Aix la Chapelle to Cologne (see p. 70). Jülich, a small town on the Roer, said to have been founded by Julius Cæsar, was once a strong fortress, which upon the death of the Duke of Cleves and Jülich, in 1610, leaving "everybody his heir," was seized by the Dutch, under the advice of Barneveld, in order to prevent it from falling into the hands of the Emperor. This was previous to the Thirty Years' War.

Neuss (Station). Population, 23,000. This place used formerly to be quite close to the Rhine, but since the fourteenth century, owing to the altered course of the stream, it has been removed from it about a mile and a half.

Numerous excavations of Roman remains have been made on the site, supposed to be the *Novesium* of the Romans. Here Drusus, who built the town, threw a bridge over the Rhine. Neuss has sustained some remarkable sieges, which are mentioned in history. Among its edifices the old church, or cathedral, of St. Quirinus, a fine Gothic building, erected in 1209, is well worthy examination, its dome having some modern paintings in fresco by Cornelius. At the Rathhaus is a good collection of Roman Antiquities. A War Monument of 1866 and 1870-1, has been erected.

Near Neuss is the ancient abbey of Eberach, the church of which, built in the thirteenth century, was remarkable for its monuments. On the decease of the Princes and Bishops of Würzburg, their hearts were deposited in it.

Rail to Crefeld; to Cologne; and to Düsseldorf, see Route 20. Rail to Rheydt, 16¼ miles.

From München-Gladbach the Ruhrort line passes Viersen and Anrath to

Crefeld (Station). Population, 105,371. This is a flourishing town, with fine wide streets of nicely built houses, about 5 miles from the Rhine, between Düsseldorf and Cleves. Here there are considerable manufactures of silk velvet, silk, and mixed fabrics, besides dyeworks. These goods are sent in large quantities all over Germany, to France, and especially to England. During the Seven Years' war, an important conflict took place hereabout.

Uerdingen (Station). Population, 2,800. Close to the left bank of the Rhine, surrounded by poplars. Near this place, at Eichelskamp, the French Revolution-army, under Lefébre, numbering about 25,000, first crossed the Rhine in 1795, and turned the Austrian position.

Ruhrort (Station). Population, 9,866. Situated at the confluence of the Ruhr (Roer) with the Rhine. It possesses many large ship-building docks, and has an immense coal-trade with Holland, the coal being derived from the large beds of

mineral on the banks of the Roer. This is the best harbour on the lower Rhine, and does a large carrying trade, besides those in corn, timber, and wool. To *Luftballon*, a public pleasure garden about a mile distant, an agreeable walk may be taken; and the ironworks at Sterkerade, near Oberhausen are worth visiting. At Ruhrort is a Hydraulic Establishment, consisting of two towers, each 120 feet high, one on each side of the Rhine, at Homberg and Ruhrort, each of which contains an engine. These machines have a platform with rails, by means of which two loaded wagons can be raised or lowered according to the height of the water. The railways terminate in the towers. The correspondence between the two banks and the stations is effected by a large steamer, having rails on deck carrying twelve carriages, in which the passengers are conveyed, without changing their seats, from one bank to the other.]

Aix-la-Chapelle to Cologne (43 miles in 1 hour and 20 minutes).—Outside Aix-la-Chapelle station is a splendid viaduct, on two tiers of fifteen small and twenty large brick arches, spanning the valley of the Wormbach, and is 892 feet long and 70 feet high.

Close by the side of the line, to the left, is the Castle of Frankenburg. Charlemagne is reported to have founded a castle on this spot, in which he dwelt, and there died his third queen, Fastrada. Tradition states that he never left her body, night or day, which was inclosed in a glass coffin, until Turpin the Wise opened the coffin one day during the emperor's sleep, and released him from his thraldom, by taking from off the dead queen's finger her gold wedding ring, and throwing it into the moat of the castle.

Rothe Erde.—Near the cutting leading to the Nirem tunnel, which is 327 yards long, through the hills which surround Aix-la-Chapelle.

Passing through the beautiful wood of Reichswald,

Stolberg (Station) is reached.

Hotels: Keller; Schemfen; Welter.

A mining and manufacturing town, with about 11,835 inhabitants, built about 3 miles south of the station up a valley studded with mills, forges, &c., near a picturesque old castle. Here good remains of a Roman Villa were found, 1881, extending 120 feet by 65 feet.

A short branch from this to **Alsdorf (Station)** was opened 1872; and a connection was made, 1876, with **Würselen** (branch to **Morsbach**) and **Höngen.**

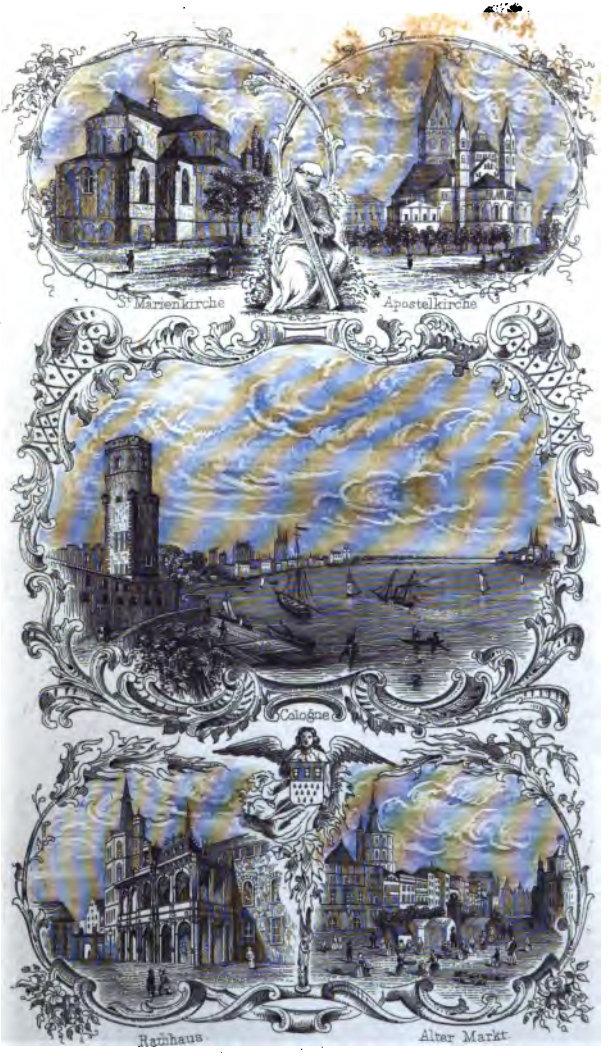
Leaving here, the railway traverses a country rich with coal mines, and having houses, chimneys, and steam engines on every side. To the left and right we see the village of Eschweiler-Pumpe with its extensive coal mines, and, crossing the Inde, we run under the Schenberg, and arrive at

Eschweiler (Station)—An industrious little town of 16,189 inhabitants, built on the Inde, and having silk, iron, and wire manufactories, and also an old picturesque Castle close to the line. The old Röthger Schloss is next passed; it is flanked with four towers, and then we pass over the high embankment which precedes the deep cutting passed through by the railroad previous to our arrival at

Langerwehe. Beyond this, through the Vale of the Wehe, a viaduct of seven arches conveys the railway, which, after emerging from the cutting, looks by the village and castle of Merode; and again pursuing its course through the village of Dhorn, crossing the Rhine immediately after, by a bridge of six arches, we enter the station. Quitting here, the railway passes some other unimportant villages on the left, and is there carried over the Ruhr, by a bridge of six arches; after which we arrive at Düren, 1 mile distant.

Düren (Station). A manufacturing town, with a population of 19,800; so called from the Roman *Marcodurum*, near which Charlemagne defeated the Saxons. Chief manufactures are cloth and paper. It contains one church, that of St. Anne, with a very high and conspicuous tower. From here a pleasant excursion may be made up the valley of the Ruhr to the beautiful village of *Niedeggen*, 8 miles south of Düren, built on a hill, on which are the ruins of a castle, where Engelbert, Archbishop of Cologne, was imprisoned in the thirteenth century.

A short railway connection was opened, 1875, with **Essen** and **Bochum** (see *Bradshaw's Hand-Book to Germany*).



VIEWS ON THE RHINE.

The line passes a cutting between the Meuse and the Rhine, terminating a little way short of

Buir (Station), from which it proceeds by a high embankment, over the lowlands of the valley of the Erft, crossing that river by three bridges before reaching

Horrem (Station), which is near the fine old Castle of Fronz. Passing from the Erft into the Valley of the Rhine, through Königsdorf tunnel, a mile long, carried through a hill of sand 136 feet below the summit, we arrive at **Königsdorf**; from here we proceed to

Müngersdorf, crossing the road from Cologne to Jülich. Here a very fine view can be had of Cologne, with its myriad towers and steeples.

COLOGNE (Station)—German, *Köln;* Dutch, *Keulen.* Population, 281,273.

Hotels:

Dom Hotel, first-class hotel on the Dom Square, opposite the Cathedral, two minutes' walk from the Central Station.

Hotel du Nord.—Excellent hotel, near the Central Station, the Cathedral, the Rhine, &c.

Hotel Disch, in Bridge Street; centrally situated, and frequented by English families and single gentlemen, who experience equal attention and civility.

Hotel de Hollande, a first-rate establishment, facing the quay.

Hotel Ernst, first-class, five minutes from station.

Grand Hotel Victoria, situated in the Haymarket, close to the Rhine.

Hotel Drei Könige, opposite the landing place of the Saloon Steamers.

Hotel Continental, opposite the Dom—good second-class hotel.

Wienerhof; Hotel Weber; de l'Europe; Mainzerhof; Kölnischerhof; Union, &c.

Cafés, Restaurants: Heuser; Johnen; Berzdorf.

EAU DE COLOGNE.—Travellers are frequently importuned by officious persons offering to direct or accompany them to this or that vendor of the celebrated perfume; there are upwards of thirty-three manufacturers of this article, nearly all of them having the legal right to use the name of Johann Maria Farina.

F. C. Eyssen, 13, Domhof, Foreign Book, Print, and Map Seller; photographic views of the Cathedral of Cologne, &c. J. J. Nicsson, 4, Dom Book and Map Seller. BRADSHAW'S *Guides Hand-Books* on sale.

RESIDENT ENGLISH and AMERICAN CONSUL ENGLISH CHURCH, 3, Bischofsgartenstrasse.

Droschkies, or cabs. From the station to place in the town; one person, 60 pf., two per 75 pf., three persons, 1 mark. Cologne to D Including toll, one or two persons, 1 mark 7 For a half hour's drive, with one or two per 1 mark; with three or four, 1 mark 50 pf. F 10-0 p.m. to 7-0 a.m. double fare. Omnibus Station.

Cologne is a fortified town, situated on the bank of the Rhine, and having the popu suburb of **Deutz** (Hotel de Belle Vue) on right bank. A bridge of boats, 400 ft. long, conn the town and suburbs. The new railway br across the Rhine is a very fine structure. T is a way for foot passengers. Several new st and squares of handsome houses have been b and other improvements made.

This remarkable city owes its origin to camp that Marcus Agrippa pitched on the skir the hill that now occupies the central portio the modern town. That camp was afterw considerably increased by the removal of the l about 38 B.C., from the east bank of the Rh on which they had previously lived, to the r bank, on the spot where Cologne now sta About 50 A.D., this original city, called *Oppi Ubiorum*, was enlarged by a Roman colon veterans, sent hither by Agrippina, the wif Claudius and mother of Nero, who was born in the camp of her father, Germanicus. It called after the Emperor and her, *Col Claudia Augusta Agrippinensis*, from which a its modern appellation.

Cologne is interesting in its historical r niscences, as well as from its chequered dest traced on many a page of overflowing prospe At one time prostrate and at another flourishing, town passed through epochs different in their c acter as they were disastrous or beneficial in t consequences. At this distant and remote pe when cycles of centuries have rolled over t the mail-clad Roman swayed his delegated li rialism in this city, we can trace monumen

his sovereignty in the fragmental atoms of broken walls dispersed throughout the city buildings, in the antiquities of Roman origin dug up daily from beneath its surface, as well as in the marked outline, classical features, and aquiline noses of the population, whose physiognomy indicates their hereditary descent, and distinctly marks them as of a different race from their German neighbours. The distinctive mark of their Roman origin has not seemed otherwise than as a boast and an honour to the people of this city, who, in the enthusiasm of their pride, designated themselves Patricians. The consular toga adorned their chief magistrates, who, like the Roman consuls and triumvirs, were preceded by lictors, and had inscribed on their banners "S. P. Q. C." The antiquarian disposed to rigidly scan the outline and extent of the ancient city, will trace it through the Burgmauer, by the Zeughaus, by the *Römer* or *Klarenthurm*, erected on the Roman walls by the Franks, thence to the Lach, where appears another Roman tower, and to the Marsilstein; and thence again eastward to the church of St. Maria-im-Capitol, on the site of the capitol, and thence by the Rathhaus, the site of the Roman Prætorium, to the cathedral; the foundations of the Roman walls, found here and there, having clearly marked out the limits of the *Colonia Agrippinensis*.

It was at Cologne that Vitellius and Sylvanus, the latter of whom was assassinated here in the capitol, had themselves proclaimed emperors; and, at a later period, in 500, Clovis was proclaimed King of the Franks.

The Emperor Constantine built a bridge over the Rhine; the ruins of which, after its destruction by the Normans, were used by Archbishop Bruno in the 10th century for building the old Church of St. Pantaleon, of which only the under-portion o. the tower remains in the later erection. The see was raised to an Archbishopric by Charlemagne, and the Ecclesiastics soon claimed and obtained enormous political power and privileges, which they retained amid continual sanguinary conflicts with the citizens, until 1288, when the battle of Worringen finally established the supremacy of the civil power. The Archbishops removed to Brühl, but they long continued to exercise very tyrannical authority in the city, as will be seen in the next paragraphs

In the middle ages, Cologne was a powerful and flourishing city, and one of the most important members of the Hanseatic League, and the emporium of the trade of Eastern Europe, being the central medium from whence were transported the arts and products of the east to the west of Europe, and maintaining an incessant communication with Italy. Nor is it at all improbable that the southern school of painting received many of its perfections and improvements at the hands of northern artists; at all events, it is certain that we can trace an intimate connection between the Rhenish and Italian schools; whilst the southern style of architecture is seen in many of the oldest churches. And to-day, when, after the lapse of so many centuries, we should expect to see all traditional observances of mediæval custom departed, we behold, in Cologne, the celebration of the Carnival after the same style, and with as much spirit, as in Rome—an inheritance and a legacy bequeathed by the early connection of the inhabitants with Italy. Very many associations of bygone years, and their events, render Cologne an object of deep interest to English travellers, not the least of which is that it was some time the residence of Caxton, and the place where he learned the art of printing, which he introduced into England a short time afterwards, and thereby laid the foundation of that mighty power which has contributed so much to her greatness and prosperity.

In 1259 Cologne obtained for itself the "*Stapelrecht*" (staple laws), whereby all goods arriving at this port were transferred to Cologne vessels, and made to pay a high rate of duty for further transit. The dignity and importance of this city had by this time become acknowledged over all Europe; and it was called the "heilige Stadt," or holy city. Its merchants were highly privileged in England by Henry VI., who allowed them the sole occupation of the Guild Hall. It numbered within its walls 365 churches, and could send into the field 80,000 fighting men. But the hour of desolation was at hand—the day of its decline was approaching. Commerce departed from its port, and sought a new road across the European Continent, whilst Cologne itself bent in craven subserviency and menial subjection to the blighting despotism and withering tyranny of ecclesiastical bigotry, which on three consecutive occasions trampled out its prosperity, annihilated its commercial and social independence, and finally completed its downfall.

The first edict issued by the persecuting churchmen within its sanctuary was against the Jews, who were hunted like wild beasts, and expelled without mercy. The second act of intolerance and persecution was the banishment of the weavers; and the third the exiling of the Protestants in 1608. In the case of the weavers, 1,700 looms were burned, and the owners emigrated to Verviers, Elberfeld, and Aix-la-Chapelle, whither they transferred their industry from an ungrateful city, and where they established the celebrated cloth manufactories, still flourishing and enriching these towns. The expelled Protestants settled at Mülheim, Düsseldorf, Elberfeld, Crefeld, Solingen, and other places, where, as exiles and victims of persecuting bigotry, they raised establishments and promoted the arts of peace and industry—so true is it that persecution fails to effect its purpose, whilst it ever gives new strength and energy to the emancipated victims of its cruelties. In this period the church, or rather ecclesiastical body, reigned paramount, until the French Revolution destroyed its sinister influence, and laughed at its censures; whilst its well-filled coffers were being emptied, its ill-gotten revenues seized upon, its churches and convents plundered, secularised, and converted into stables and warehouses, and the city itself was even finally incorporated with France, October 17th, 1797. In 1815 it passed under Prussian rule.

The closing of the navigation of the Rhine by the Dutch, in the sixteenth century, was a great blow to the prosperity of Cologne. The removal of this impediment, in 1837, greatly tended to give a new stimulus to commercial enterprise and industrial development. Vessels now throng her harbour, along which new quays and bonding warehouses have been erected, a foreign communication by sea is carried on and extending, whilst the daily increasing prosperity of the city is being added to, and strengthened by, the railway communication with Paris, Antwerp, and Berlin, the lines from which converge at this point; and, with the immense Rhenish trade passing through, Cologne bids fair some day to rival the Cologne of the twelfth, thirteenth, fourteenth, and fifteenth centuries, and again have her empty warehouses and stores filled with the results of industry, whilst her population increases in prosperity and happiness.

Its objects of attraction are numerous, and lie wide apart, but the tourist will find his visits much facilitated by making them in the following order:—

The **Cathedral** (Domkirche) is one of the purest monuments of Gothic architecture in Europe The edifice was begun 814, but most of it was burnt 1248. The name of the architect who designed the plan is lost. The first builder was Master Gerhard, who was still living about 1252, but of whom nothing further is known. The building was projected by the Archbishop Engelbert Von Berg and commenced by his successor, Conrad Von Hochstaden, in 1248. The edifice is but a fragment of the proportions designed, which, if carried out, would have made it the St. Peter of Gothic architecture. It is cross-shaped, on the plan of that at Amiens, viz., a nave with double aisles of 5 bays; and an apse of 7 bays with 7 chapels, each of 5 apses. It is supported by flying buttresses; these, with the south transept, west door, and clustered spires, deserve especial notice. The whole length of the building is 496 feet. The Nave and aisles are 144 feet wide; the nave is 145 feet high and the aisles are 60 feet high; the arches are supported by four rows of 64 columns, which, together with the half columns and the pillars of the porticoes, amount to 100. The four central ones measure about 30 feet in circumference; each terminates in a capital, ornamented in a peculiar manner. The south transept is 240 feet wide by 130 feet high.

Height to the ridge of the roof about 200 feet. The two west Towers or steeples are each 515 feet high; one stands on the north side, and the other, at present used as a belfry, has the large Fire bell, weighing 25,000 lbs., and the Emperor's bell, weighing 56,000 lbs. The central Tower is 350 feet high.

The Kaiserglocke (Emperor's bell) was solemnly inaugurated, July, 1887. It was made from 22 guns taken from the French, with the addition of 5,000 kilos. of tin. On one side is a figure of St. Peter, with some verses, on the other the German Arms, with the sestet:—

Die Kaiserglocke heiss' ich,
Des Kaisers Ehre preis' ich.
Auf heil'ger Warte steh' ich,
Dem deutschen Reich erfleh' ich
Dass Fried und Wehr
Ihm Gott bescheer!

The majestic Choir, of unusual height, together with the surrounding chapels, constitutes one of the most striking portions of this immense edifice. Beautiful in the extreme are the graceful groups of tall columns, like the trees of an ancient forest, ending at the culminating points in a crown of branches, and terminating in a pointed arch, almost inaccessible to the eye that would trace them.

The two last Kings of Prussia expended in the space of eighteen years a large sum on the repair and preservation of the building, rendered almost a ruin by long ages of neglect. The restoration was effected in a masterly style, the Drachenfels stone of the exterior being replaced by a species of volcanic origin, brought from Trèves and Andernach. In 1842 the then king laid the foundation-stone of the new transept, and an association was established, with branches all through Europe, for the purpose of collecting subscriptions for the completion of the edifice after the original design; a million dollars were collected from 1842 to 1851. The aisle, nave, and transept were opened in September, 1848, the two latter portions being covered in by a temporary wooden roofing; and in the autumn of 1852, the five windows of stained glass, presented by the late King of Bavaria, were placed in the south aisle of the nave, and the one executed in 1508 in the north aisle. The other windows, mostly done at Munich, were filled in; and the Cathedral being at length finished, at a total cost of two millions sterling, was opened by the German Emperor, William I., on the 14th August, 1880.

The new Bell, (the Kaiserglocke, see page 83), 14 feet high, was cast out of French cannon taken in the war. Other bells have been added, with a new Clock by Mannhardt.

The *Presbytery*, in the choir, and the high altar, are works of a modern date, and we think accord but ill with the antique majesty and solemn grandeur of the rest. Among the columns at the entrance there are two very fine marble statues, representing the Virgin and St. Peter, exquisitely sculptured in the Italian style. The two tombs, in the choir, of the brothers Adolphus and Anthony von Schauenberg (both of them Archbishops of Cologne), are fine statues of white marble, adorned with elegantly arranged foliage, and deserving of considerable attention, as rich specimens of high art. The beautifully stained windows have been refreshed and repaired, and the frescoes redecorated by Steinli, an artist of the Düsseldorf school. The colossal coloured and gilt statues of the *Twelve Apostles* standing against the columns are fine specimens of the antique German statuary of the fourteenth century, of which date also are the superbly carved stalls and seats.

In the *Chapel of the Three Kings* behind the high altar is the monument of the *Three Kings*, or *Magi*, who came from the East to worship the Saviour, and present him with gifts. Melchior, who is usually represented as an old man, and descended from Shem, gave gold. Balthazar, a man of middle age, descended from Japheth, gave incense. Caspar, a youth, descended from Ham, gave myrrh. This chapel was built by the Elector Maximilian Henry of Bavaria, and the bodies of the three Oriental Kings, or Wise Men of the East, were presented to it by Frederick the First, also called Barbarossa, who carried them off from St. Eustorgio, after he had taken and plundered Milan, giving them to Rainald, Archbishop of Cologne, who accompanied him, and had them conveyed to that city in 1170. The coffer in which they repose, which originally stood in this chapel, has been removed to the Treasury. It is composed of plate, gold and silver, exquisitely engraved, with an encircling of small arcades supported by pillars; however, the rich treasures and exquisite decorations of this shrine were carried off and much injured during the fury of the French revolution, at which period it was transferred for safety to Amsberg, in Westphalia, and several of the jewels sold, which were replaced by paste or glass counterfeits.

The coffer has two partitions, the lower one of which has on either side a half-roofing, while the upper one has a whole one. The lower and broader division contains the bones of the three kings whose heads appear ranged in front, between the half-roofing upon which you see, in rubies, the names *Caspar*, *Melchior*, *Balthazar*; these skulls are adorned with costly crowns of gold, diamonds, and pearls, of six pounds weight each, which present a ghastly contrast to the decayed and mouldering fragments of humanity they encircle. In 1804, when the shrine was brought back from Amsberg,

many of the jewels and enamels had disappeared, together with their valuable crowns; they were replaced by metal neatly wrought and gilt, partly by antiques, precious stones, enamels, and other ornaments, given by the people of Cologne, and the shrine, without the value, has much of its original appearance. The front of the shrine has inscribed on its surface the following inscription:—

"Corpora sanctorum recubant hic terna Magorum
Ex his sublatum nihil est, alibive locatum."

This reliquary, a very highly ornamental piece of Romanesque work, probably dates from the end of the 12th century.

On Sundays and holidays the Shrine is open to the public; but Visitors desiring a close examination of it had better take a ticket of the sacristan, to admit self and friends. Tickets for the Cathedral, 1m. each. Choir and Treasury, 1m. 50pf., or 2m. 50pf. to see everything and ascend the galleries. Between the high altar and the shrine of the Three Kings, under a slab in the flooring, is buried the heart of Mary of Medicis; and before the chapel the tombstones and epitaphs of the Archbishops of Cologne may be seen on the marble walls, the most remarkable of which are those of Philip of Heinberg, surrounded by a mural parapet, and of Conrad of Hochstaden in bronze.

Particularly worthy of notice is the celebrated *Dombild*, a beautiful old picture of 1410, representing the patrons of the city, and the Three Kings adoring the Divine Babe in the centre; with St. Ursula and her companions, the 11,000 Virgins, St. Gereon and his Theban legion on the sides. This painting was removed from the Hôtel de Ville in 1816, and placed in its present position in the Chapel of St. Agnes, on the right of the Magi. The artist is not known, but he is surmised to have been Master Stephan, a pupil of William of Cologne.

The *Sacristy* contains some interesting antiquities, and splendid specimens of art and workmanship, in the shape of church plate, shrines, a sword of justice used at the coronation of the emperors, carvings in ivory, an archiepiscopal cross 7 feet high, and several other objects of interest.

The visitor will be well repaid by ascending the gallery of the triforium to see the stained glass, and should also go out on the roof, from which he will have a magnificent prospect.

The *Church of St. Peter*. Rubens, who was baptised in this church, in the brazen font still existing there, painted for it its celebrated altar-piece—the *Crucifixion of the Apostle*, with his head downwards. This painting is reckoned as one of his masterpieces. The picture generally exposed is merely a copy, but a fee of 1 mark 50 pf. for a party, will induce the sacristan to reverse it, and at the back is displayed the original.

The *Church of St. Ursula*, famous for the legend of the 11,000 Virgins, was erected partly in the twelfth, fourteenth, and fifteenth centuries. The singularity of its architecture is well worth attention, and the entire church is nearly filled with bones. On the right hand, near the entrance, is the golden chamber, in which St. Ursula and a few of her favoured associates lie in repose in coffins behind the altar. The bones are encased in silver; and among the relics pointed out in this chamber is one of the stone vessels used at the marriage feast in Cana. Fee for admission, 1½ mark for 1 to 3 persons. The relics in this church are hideous, bones everywhere meet the eye, and are disposed in ghastly array in glass cases. The history of this monkish legend is painted in the choir, and represents the saint as the daughter of an English king, who, on her return from Rome, was murdered at Cologne, together with her 11,000 companions.

The *Church of St. Maria im Capitol*, is, with the exception of St. Cecilia, the oldest in Cologne. Plectrudis, the consort of Pepin, of Heristal, who separated from her husband, founded this establishment, and built the original church. Her stone statue is behind the choir, in the street; but her tomb is in the church before the choir, and has a long Latin inscription. Over against this tomb is that of St. Ida, who was a relation of Plectrudis, and the first abbess of the establishment. The present church, of peculiar shape, dates from 1060. The upper part of the choir, with the round arched colonnades, is of the twelfth century; the principal vault of the nave was built later, having been damaged considerably by the Normans. Several paintings were removed to this church from that of St. Martin, of which that by Augustin Braun, an excellent painter of Cologne, and contemporary of Rubens, is highly

deserving of being noticed. This church also possesses a large and excellent organ by the elder Kœnig, the celebrated artist of Cologne, who also built the organ of Nimwegen.

The *Church of Sta. Maria* is a handsome specimen of transition romance style, with painted windows of the 16th century. On the west portal is a mark showing the height of the inundation of 1784. Statue of the Virgin, 15th century.

St. Martin's Church, or Gross St. Martin, is a large building of the 12th century, with a tower of 270ft.

The *Church of St. Gereon*, a remarkable edifice, was built by Archbishop Anno, in 1066, on the ruins of that built by St. Helena, of which there are remains. Later, a boldly-executed cupola with three galleries was added, and it is one of the best and most conspicuous churches in Cologne. St. Gereon lies buried here, along with his 318 warriors. The skulls of these martyrs are exhibited in the church. In the crypt, or vault, there are two chapels, on whose floor is an ancient mosaic pavement. The altars at the entrance of the church are adorned with two good paintings by Schuett and Geldorf, artists of Cologne. It should be visited before 9 a.m., 1 mark for 1 or 2 persons, afterwards 50 pf. each.

The *Church of St. Cunibert*, near the Rhine, is spacious and beautiful, and has a fine perspective. The altar is constructed after the pattern of that of St. Peter's at Rome. The gate has a fine frame in the last style of the 12th century. The Tumba of St. Cunibert, which was once so remarkable, was scandalously mutilated during the French occupation. In 1830 the steeple fell down. It has since been rebuilt. The fine glass paintings in the choir are well worth seeing. The *Church of The Apostles*, near the new market, is likewise a beautiful old German building of the 13th century. An Ascension of the Holy Virgin by Hulsmann, and the martyrdom of St. Catharina by Pottgiesser, deserve to be noticed; in connection with this church is told a very interesting story, dating from 1357, the time of the plague, about Lady Richmodis, wife of Mengis von Adocht, of the family of the Lyskirschen, who was buried alive here, and by a peculiar accident saved herself from her coffin, and afterwards lived many years with her consort very happily.

The *Church of St. Maria Ascension*, sometime the church of the Jesuits, though built in a mixed style, half ancient German, and half modern, has many ornaments in the inside, especially a splendid communion pew, with arabesques and bas-reliefs of white marble. There are some paintings by Schuett on the high altar. The walls of the choir are adorned with landscapes. The marble flooring, the pulpit, and the organ are handsome. Contiguous to the church stands the late College of the Jesuits, in which there were a valuable library and rich cabinets of artificial curiosities. The French carried off the most valuable articles; among others, a volume of letters, in Leibnitz's own handwriting, to the Jesuit Brosses; the most valuable minerals; about 1,400 pieces of Greek and Roman coins; a pretty complete collection of silver and copper coins of the middle ages; a number of antique bowls, vases, urns, images, &c.; an invaluable collection of more than 6,000 original drawings of the most celebrated artists of all schools; and a similar collection of ancient engravings. There exists a printed catalogue of the latter collection, which was sent to Paris, and returned in a very defective state.

There are some of the other churches and chapels (not mentioned here) that may have been built at the time when the Christian religion was introduced on the banks of the Rhine, and furnish fine materials for a history of ancient German architecture. Others there are that are remarkable in other respects. In the *Church of St. Pantaleon* (13th century) there is the tomb of the Empress Theophania, the consort of Emperor Otho II. They also preserve in this church the uncorrupted body of the martyr, Albinus. The body of the famous Duns Scotus, who died at Cologne, in 1308, whose manuscripts, in 14 folio volumes, were in the possession of the Minorites, is buried in the church of that name behind the Museum. The churches of *St. Severin* and *St. George* are very old, but defaced by many coloured paintings. Both have recently been restored. The former, consecrated in 1067, contains a very ancient wooden Romanesque Cross; and, connected with the latter, is a tower of enormous thickness, which an Archbishop placed right in front of the upper and older town gate, to keep in awe the citizens of Cologne, who were

disaffected to him. *St. Cæcilia*, a very old church, was restored "in full ancient splendour" by Archbishop Wichfried. A portion of this was left after a second restoration. There is a piece of remarkable old Romanesque Sculpture over the Northern Portal.

The remains of the famous Albertus Magnus were deposited in the church of the Dominicans, which has been pulled down since. Spacious barracks for the artillery now occupy the ground on which it stood.

All the religious corporations in Cologne were secularised by the first revolutionary French government; many parish churches went to decay: others were joined to finer churches, formerly belonging to cloisters or other pious foundations; some also were turned into manufactories and magazines, or demolished. The handsome, though plain church of the Antonites, was given to the Lutheran and reformed congregations.

Town Hall, or *Rathhaus*.—It has a fine marble portal, or double arcade, one placed over the other; the upper one being in the Italian-Roman, and the lower one in the Corinthian style. Handsome bas-reliefs adorn the interstices. The other parts of the buildings are less deserving of praise. From the steeple, the shape of which is rather singular, you have a charming view of the town and its environs. One pair of stairs high, on your right hand, you enter the spacious hall of the once powerful Hansa, with ancient German stone figures. The hall is 90ft. long by 25ft. broad, and 32ft. high, and is beautifully decorated with armorial bearings of the nobility, and arms of the various guilds.

The Emperor Maximilian gave several entertainments in this hall, which of late years has served for a ball-room at the conclusion of the splendid carnival. On the ground floor there is a spacious hall, called the Muschel (shell), with fine Gobelins tapestry, in which many landscapes by Wouvermann are ingeniously introduced. The whole produces a striking effect.

Statues of Bismarck and Moltke; the former in Augustiner Platz, the latter in Laurent Platz.

The *Theatre*.—The inner arrangement is tasteful (having the playhouse of the Grand Duke of Darmstadt for a pattern). It was finished in 1872. The company act at Cologne only in winter; in summer, alternately at Bonn and Coblenz.

The *Palace of Justice*, the foundation of which was laid in 1824. The town has built it at its own expense. It contains the court of appeal, the court of province, and the board of trade. The Government Buildings lie not far from it. The Archiepiscopal Palace stands in the Gereonsstrasse, and in front of it is the Mariensäule, a fine monument to commemorate the promulgation of the dogma of the Immaculate Conception.

The site of the old Exchange is occupied by a *Statue* of the late King, Frederick William III., with 16 life-size figures of statesmen and soldiers in the base; the whole 48 feet high.

Strangers may further notice the Work and Charity House, in the later cloister of the Minorities; the Military Hospital, in the cloister of the Carthusians, for 300 patients, in twenty-four roomy saloons; the Hospital for Citizens, in the cloister of Cæcilia and Michael, in which 800 poor persons, belonging to the town, are admitted and taken care of, amongst whom are a certain number of incurable lunatics (such as are pronounced curable are sent to Siegburg). This establishment can be visited at any time in the afternoon. The guide expects trinkgeld, and some contribution must be made to the poor-box. The institution is exceedingly well arranged, and worth inspection. The Orphan House in the Waisenhausgasse (Orphan Houses Street, No. 38, at the end of the Blaubach), for 200 orphans and foundlings, who are brought up and educated here from 6 to 16 or 17 years of age. A work school has also been established here. The House of Correction (near the New Market, commonly called in der Blechen Buets) can, in 80 small and larger apartments, receive 320 prisoners. The Barracks, in the cloisters of the Dominicans and Observants, in the Weidenbach and the Abbey of St. Pantaleon. In the Sternengasse is the so-called Rubens House, in which Marie de Médicis died, 1642. It is a mistake to suppose that Rubens was born here. That event took place at Siegen, 29th June, 1577. No. 23 is the house of Jabach, a great lover of the arts and a

collector.—Le Brun painted him and his family in a large picture.

The *Gürzenich*, in the Martinsstrasse, a fine building erected 1441-52 for civic festivities. The lower portion has been used since 1875 as an Exchange. The Börse is held from 12 to 1 p.m. The handsome Banqueting and other Halls, lately renovated, deserve a visit. Entrance, 50 pf. This is the finest building in Cologne except the Dom. First-class concerts are given here in winter, under the direction of Dr. Ferd. Hiller. Seats 4½ to 2 marks. The former are to be preferred.

Museums. The Archiepiscopal Diocesan Museum, in the Cathedral Place (open 9 to 12 and 3 to 6, 50 pf.), contains chiefly, objects of mediæval ecclesiastical art. A few minutes' walk from the principal portal of the Cathedral, in a south-west direction, is the *Wallraf-Richartz Museum*, a fine Gothic building, erected from funds presented by a merchant, J. H. Richartz, about 1850, to contain the collection of Prof. Richartz. One of the principal features is a remarkable set of paintings of the early Cologne School, which should be seen by all interested in the historical study of art. There are also works of the early Saxon, Swabian, and Franconian Schools, and frescoes showing the development of art in Cologne. Open 9 to 6, 75 pf.; Wednesday and Sunday gratis. General catalogue, 1 mark; Pictures, 50 pf.; Antiquities, 75 pf.

The *House of the Templars*, No. 8, Rheingasse, is used as a Baptist chapel. The *Casino* is close to the Theatre, and has ball and reading rooms attached to it.

Zoological Gardens, at the North end of the town; Concerts, Sunday, Wednesday, and Saturday afternoons, 1 mark, Sundays, 50 pf. Fine collection of animals.

Botanical Gardens (close by), with Aquarium, (50 pf. extra); same admission as the Zoological Gardens. Frequent concerts. Fine view of Cologne and environs.

The *Städtische Garten*, on the west side, is a favourite promenade.

Deutz (Station) *(Castrum Divitensium)* is joined to Cologne by a viaduct 1,352 ft. long, begun 1855, completed 1862. The Emperor Constantine built a castle here in the fourth century, which is described in ancient documents under the name of *Monumentum Dutienza*. Deutz and Cologne were at that time connected by a bridge, which was demolished by the Archbishop Bruno in the tenth century, along with the castle. The works around Deutz were, at a later period, rebuilt several times, and for the last time demolished by the Austrians in 1673. Since Deutz came into the possession of Prussia, it has been strongly fortified. There are four large workshops of the artillery, worth the notice of military men, but admission is not easily granted.

The old Benedictine abbey lies on the Rhine, and has a charming aspect. It was founded in 1001, by the elector Heribert, a count of Rothenburg. The little town prospered by carrying on a smuggling trade to the left bank of the Rhine, under the French dominion. Bensberg, the former Palatine chateau, lies 3 leagues from Deutz. It has beautiful allegorical and mythological platforms, painted by eminent masters; the views from the window and the cupola are particularly charming, and the horizon extends to 18 to 20 German miles.

A trip from Cologne to the Cistercian abbey of Altenberg will be found interesting. It is 2½ leagues distant from it, in the direction beyond Mueheldeim in a beautiful solitary valley, on the banks of the Duehn, a considerable mountain torrent. A pleasant excursion may also be made from Cologne to Bruehl.

Express trains from Cologne to Paris, morning and night, in 11 hours. Railway to Düsseldorf, Hamm, Minden, and Berlin; to Paderborn, Cassel, &c.; to Marburg, Giessen, and Frankfort; to Bonn, Coblenz, and Mayence; to Paris, Aix-la-Chapelle, and Belgium. For information respecting the Rhine Steamers see advertisements in *Bradshaw's Continental Guide*. The description of the journey from Cologne up the Rhine is continued in Route 21.

SECTION II.

THE RHINE.

THE RHINE RIVER.

There are rivers whose course is longer, and whose volume of water is greater, but none around which are grouped such associations of romance and historical interest, joined to the advantages of natural beauty, as the Rhine (ancient, *Rhenus*). As it flows down from the distant ridges of the Alps, through fertile regions into the open sea, so it comes down from remote antiquity, associated in every age with momentous events, in the history of the neighbouring nations. It is formed in the Swiss Canton of Grisons, by the junction, at Reichenau, of two streams called the Hinter and Vorder Rhein; the former having its source in the Rheinwald glacier, the latter rising on the north side of Mont St. Gothard. After passing Mayenfeld the river enters Lake Constance (also called the Boden-see) at Rheineck. It again leaves the lake at Stein, which stands at its western extremity. It then flows past Schaffhausen, where it produces the celebrated cataract called the *Falls of Schaffhausen*. After passing Basle, where the Upper Rhine terminates, it flows past Breisach, Strassburg, Speyer, Mannheim, Worms, Mayence, Coblentz, Bonn, Cologne, Düsseldorf, Wesel, and Emmerich, where it enters the Netherlands, and reaches the North Sea by several mouths—the Waal to Rotterdam; the Yssel, to the Zuyder Zee; the Old Rhine, to Leyden. In its course it passes through the following territories, viz.:—Switzerland, Baden, Bavaria, Hesse-Darmstadt, Prussia, and Holland. Its principal affluents on the right bank are the Kinzig, the Neckar, the Main, the Lahn, the Ruhr, and the Lippe; and on the left the Thur, the Aare, the Ill, and the Moselle. From the source to the mouth, allowing for windings, the distance is 600 miles; the direct distance is about 360 miles. Vessels of from 300 to 450 tons go up the river to Cologne; those of 125 to 200 to Mayence and those of 100 to 125 as far as Strassburg. It is navigable by steamers from Rotterdam to Basle, but at present steamers only run as far as Mannheim. The beauties of the river lie between Remagen (a little beyond Bonn) and Bingen, on this side of Mayence. The finest part of the river is, without doubt, that between Coblentz and Bingen. It was frozen over at Mayence and at the Ruhr, 1879.

Passports are still occasionally demanded in Prussia, Bavaria, and other parts of Germany, especially in Berlin and Frankfort; and the *visa* is necessary in such cases. The passport is likewise of use in cases of identification, and perhaps, sometimes, for admission into public buildings, and the traveller is advised never to be without one. A Foreign Office passport is always desirable, and may be obtained at a trifling cost. Innkeepers are bound to submit the names, professions, age, religion, and motives for travelling, &c., of all the visitors who may arrive at or depart from their hotels. And the better to ensure attention to this rule, a strangers' book, called "das Fremden-Buch," is kept at each hotel, in which the traveller is requested to enter all the necessary particulars.

Money.—1 German mark (or 100 pfennige) = 1s. = 1¼ franc = 60 Dutch cents. = 24 American cents. A Thaler = 2s. 11d.; Dutch or Austrian Florin = 1s. 8d.

Wines.—The best wines of the Rheingau are those called Johannisberger, Steinberger, Rüdesheimer, Assmannshauser, Marcobrunner, Gräfenberger, Hochheimer, Geisenheimer, Hattenheimer, Rauenthaler, Winkel, and Bodenthaler; those of Rhenish Bavaria are Ruppertsberger, Deidesheimer, Forst, and Königsbacher. Those of Rhenish Prussia include Engehöller and Steeg; those of Rhenish

Hesse, Scharlachberger, Niersteiner, Laubenheimer, and Liebfrauenmilch. The valley of the Ahr gives Ahrbleichert and Walporzheimer; and at Ehrenbreitstein is a good wine called Kreuzberger. Of the Moselle wines the best are Braunberger and Pisporter.

Inns.—In Germany the innkeepers are of a superior class in life, and generally of obliging and kind manners. They preside at their own *tables d'hôte*, and their conversation is almost invariably intelligent and agreeable.

Travellers intending to remain a week or longer at an hotel, should make an agreement beforehand with the landlord, who will generally abate one-third of the charge. *Table d'hôte tickets* can also be purchased much cheaper when taken by the score or dozen. In Germany, apartments in hotels are charged for according to size, accommodation, and the storey in which they are situated.

(Average Charges made at Good Medium Hotels in Germany).	Marks.
Bed-rooms, varying according to size and situation, from	1½ to 3
Dinner at *table d'hôte*	3
——— in private room, from	3 to 4
Tea or coffee, with meat	2
Breakfast	1 to 1½
Bottle of table wine	1 to 1½
Attendance	½ to 1
Light	½ to 1

The average expenses of a party, say of six, would be considerably less.

Table d'Hôte.—Generally at 1 o'clock.

Travellers on the Rhine should ask for "Bowle," a delicious spiced wine in great vogue during Summer.

Steamers.—The fares on board the Rhine steamers have been raised; it is cheaper to travel by rail than by boat; but certainly the river is better seen from the banks than from the steamer. *See page* 99 *for details.*

ROUTE 19.

London to the Rhine, viâ Rotterdam.

By Sea.

These steamers are provided with first-class accommodation for passengers, including private state cabins for families. Places can be taken at the London offices of the companies from London for any town on the Rhine, as far as Basle, at very moderate fares; and in booking throughout passengers have the advantage of being permitted to stop at any place they please on the Rhine, and of proceeding on their journey without the least additional charge.

Through tickets for the undermentioned places on the Rhine, *viâ* Rotterdam, by the steamers of the Netherlands Rhine Steam Navigation Company, can be obtained at the Company's Offices at moderate rates:—

To Düsseldorf, Cologne, Bonn, Neuwied, Coblenz, Bingen, Wiesbaden, Bieberich, Mayence, Frankfort, Worms, Ludwigshafen, or Mannheim.

Passengers booked also to places as under, *viâ* the Dutch-Rhenish Railway Company:—From London to Amsterdam, the Hague, Arnhem, or Düsseldorf, chief cabin and first-class, at moderate rates.

London to Rotterdam, viâ Harwich, and Hoek van Holland.—By Great Eastern Railway. The Boat Express leaves London, Liverpool Street Station, at 8-30 p.m., and Doncaster at 4-43 aft. every week-day, in connection with Express Trains from Manchester, the North of England, and Scotland. Fares from London, first-class and saloon, 29s.; second class and fore cabin, 18s. Return tickets, 45s.; 29s. Passengers can go on to Rotterdam by the steamer, fares being somewhat lower. See *Bradshaw's Continental Guide.*

London to Rotterdam.—By Netherlands Steam

Boat Company's Steamers, Holland, Maasstrom, and Batavier, alternately, every Wednesday and Saturday, from Brunswick Wharf, Blackwall, in connection with the Rhine steamers.

London, Queenborough, and Flushing.—By Chatham and Dover Rail to Queenborough; thence by Zeeland Co.'s Steamer, daily, to Flushing (Vlissingen).

Hull to Rotterdam.—Every Monday, Wednesday, Thursday, and Saturday. Sea passage, 19 hours.

Grimsby to Rotterdam (average passage, 15 hours).—Saloon, 20s.; return, 30s. Every Wednesday and Saturday.

Newcastle to Rotterdam.—The Tyne Shipping Steamers every Tuesday. Return, Friday.

London to Brussels and Cologne, direct by rail, &c.; see preceding Routes.

In the maritime *Provinces of Holland*, there are neither mountains nor hills to relieve the eye from the monotony of one flat surface; and when viewed from the top of a tower or steeple the country appears like a vast marshy plain, intersected in all directions by an infinity of canals and ditches. The prospect is not however altogether uninteresting, though wanting in what we deem the first features of picturesque beauty, as it exhibits vast meadows of the freshest verdure, covered with numerous herds of cattle. The numerous vessels passing in every direction also tend to enliven the scene, and the close succession of farms, villages, and towns, show at once the industry and wealth of the country.

The **Maas** (French, *Meuse*) is the estuary which conducts the greater portion of the waters of the Rhine and Meuse into the sea. At its mouth there is a bar which causes vessels much difficulty to pass, especially in a low tide, when there is only seven feet of water to sail in. Entering the Maas, we see to the left the Hoek (Hook) van Holland, at which passengers for Germany now disembark.

To the left we see **Brielle,** a fortified town of small dimensions, situated on the right bank of the river as we ascend the stream. It is celebrated as being the birth-place of Admirals Tromp and de Witt. At this point the vessel is boarded by the officers of customs, who examine the ship's papers, and close the hold of the vessel. At the outbreak of the Dutch war of liberation, it was taken from the Spaniards by the Dutch in 1572, William de la Marck commanding the Water Gueusen at the attack; the tercentenary of which event was celebrated 1872; when a Monument and a Sailor's Hospital were commenced, the king laying the foundation stone. Motley, the historian, author of the "Rise of the Dutch Republic," and other well known works, was present. A procession of trades in mediæval costume was formed on this occasion. It was one of the cautionary towns delivered to the English in 1585, in whose hands it remained until 1616. At this point we find a ferry across the Maas. We arrive at the entrance of the New canal, which is 5 miles further up than Brielle. This canal has proved an invaluable aid in the navigation of the river. It bisects the Island of Voorn, and enables vessels of large burden to avoid the risk incurred by entering at the mouth of the Maas, from which place they can pass into the large and commodious port of

Helvoetsluys (or "Hell-foot Sluice"), where we see a royal dock and arsenal. It was from here William III. set sail for England in 1688. It is the chief naval port for the Dutch in the south, and may be looked upon in reference to Rotterdam and the mouth of the Rhine and Meuse in the same light as the Helder is to Amsterdam and the Zuyder Zee.

Vlaardingen is seen on the right, higher up, and is the chief station for the *Herring fishery* of Holland, in which a hundred or more vessels are engaged annually. The fishery season lasts from the 2nd of June to the 1st of November. The chartering of the herring fleet is an interesting affair; some time about the middle of June the officers to be employed assemble at the Stadhuis, or Town Hall, and take an oath of fidelity to the laws of the fishery convention. After this they hoist their flags, generally on the 14th of June, and proceed to the church to assist at the service specially celebrated for the occasion, with the object of praying for a successful season. The 14th of June, on which day they weigh anchor, is generally kept as a gala day, devoted to amusement and feasting. The first fruits of the expedition are looked for with much anxious expectation, watchmen being placed on the Vlaardingen steeple to keep a look out for the vessel which is despatched

home with the first fish taken. A cargo of herrings realises about 800 florins, and the first kegs were once presented to the King and his Ministers. Both Vlaardingen and Schiedam (below) are stations on the line from Hoek van Holland to Rotterdam.

Nearer to Rotterdam, situated at a distance from the river side, is

Schiedam. Population (1890), 25,260. This place is famous for its distilleries, with the refuse of which upwards of 30,000 pigs are fed annually. It has the appearance of a huge forge, vomiting clouds of smoke that cover the town with a black mist.

Rotterdam is next seen at a turn of the river. The Maas, facing the town, is from 40 to 45 feet deep, thus enabling vessels of the largest tonnage to moor close to the houses. The *Steamers* land their passengers on the west quay, near the Boompjes. The latter is singularly picturesque, in consequence of the large avenue of beautiful elms which stretch along its banks giving the quay its name—*Boompjes*, which means little trees. On this quay is situated the Custom House. Through passengers for Cologne, &c., are conveyed free, by river steamer, to the Rhynspoorweg terminus.

ROTTERDAM (Station).

Hotels:—Leygraaff's Hotel. Established 1826. Situated near the Landing Pier, facing the Park. Victoria Hotel; Hotel Weimar, very conveniently situated; New Bath Hotel; Hotel des Pays Bas; Hotel Maas; De Hollande; Hotel Verhaaren (Spaansche Kade); Du Passage; Coomans; St. Paulus.

Resident English Consul.

English Church and Scotch Church Services. The *English Church*, on the east side of the Haringvliet, has emblazoned on its portal the arms of Queen Anne and of the Duke of Marlborough.

English Physician.

Conveyances.—Railways to Hague, Leyden, Haarlem, Amsterdam, Utrecht, Arnhem, Emmerich, and Oberhausen (for all parts of Germany), see BRADSHAW'S *Continental Guide*. Railway to Breda and Antwerp. A connecting rail runs through the town across the river, by a viaduct and bridge to meet the Central Belgian line from Dort.

Post and Telegraph Office.—Beurs Plein.

Rotterdam is situated on the right bank of the Maas, near its confluence with the Rotte. Population of 209,136. One-fourth Roman Catholic, 8,000 Jews. The form of the town is that of a triangle, made up of about an equal proportion of streets and canals, the principal of the latter being the Leuve, Oude, Nieuwe, Scheepmakers and Wynhaven, and the Haringvliet, which discharge themselves into the Maas.

In Holland both tea and coffee are excellent. By no means order bacon or fish, or broiled ham and eggs; they are usually a failure abroad. The best thing to have is plain boiled eggs, or cold meat, or *cotelettes aux pommes de terre frites*, or an *omelette aux herbes fines*. The charge for breakfast is from a florin to a florin and a half (1s. 8d. to 2s. 6d.) *Table d'hôte* dinner is at four or half-past four; a bell usually rings to call the company together. The charge, including ordinary wine, is about two guilders (3s. 4d.) Higher priced wines can be chosen from the *carte*. Never drink water; it is very bad. The best substitute is Seltzerwater, or bottled beer.

The hotels in Holland are managed in the French style. At most sixpence each is charged for candles (*bougies*) in the room, and about tenpence a day for attendance (*service*).

The shops are tolerably good, but they see too many English not to know how to charge high. A Turk's head, with a gaping mouth, gaudily painted and set above the door is the sign of a druggist's shop. A Bible carved in stone over the door indicates the deaconries for charity. Mirrors set at an angle outside the windows will also catch the stranger's eye; these reflect whatever is passing in the street, and are called "spies."

The visitor to Rotterdam, for the first time, will be surprised at the large number of draw-bridges keeping up a communication. The canals, crowded with vessels discharging cargoes at the very doors of the shops and warehouses, will appear quite as singular. Thus the easy communication with the sea has contributed largely to swell the tide of prosperity for Rotterdam. It has a large number of merchant ships constantly employed in its foreign commerce, which are principally engaged in the service to and from India. Its chief foreign trade is with Batavia, but a good traffic is also maintained in the productions of the East. Its corn and provision trades are also very great,

whilst its dockyards, supplied with timber from the upper parts of Germany contiguous to the Rhine, make it the seat of a busy industry in ship-building.

The appearance of the town, its novel and attractive combination of trees, bridges, water, and vessels; its old houses, overhanging their foundation, as if about falling in ruins; its shops and the semi-barbarous images in their front, together with its many other peculiar scenes and customs, will serve to amuse the visitor who enters it for the first time much better than any lengthened description we can give of its buildings and institutions. The high street, called *Hoogstraat*, is built upon a broad, low dyke, or embankment, which formerly protected the town against inundation. The more modern and regularly built portion is to be found to the west, south, and south-west of this street, which once bounded the old city on the south.

One chief object of attraction in Rotterdam is the bronze Statue of *Erasmus*, standing on vaulting of considerable width, which spans a canal, and on which is held the principal market. The house in which Erasmus was born, in 1467, is now a tavern, and is to be seen at No. 3, Breede Kerk Straat; it bears the following inscription—"Hic est parva domus, magnus quâ natus Erasmus." His real name was Gerrit-Gerritz, which he changed into Desiderius Erasmus.

The *Church of St. Lawrence*, called the Groote Kerk, is a structure of the fifteenth century, being built in 1472, and lately restored. Its architectural proportions are much neglected, and do not present a very fine appearance. It is surmounted by a tower 210 feet high, from which can be obtained an excellent view of the town and surrounding country, which, like all scenes in Holland, is peculiar and distinctive, presenting a combination of wood and water, avenues and farm-yards stretching along a singularly level horizon, only broken by an occasional church spire or windmill rising in the distance. This church contains a large number of monuments, among which are those of Admirals de Witt and Codener, erected by the States-General. Sacristan, 25 cents. Tower, 50 cents. additional. The Organ will attract attention on account of its immense size and sweet tone; it has 6,500 pipes, 91 stops, and its largest metal pipe is 36 feet long, and 17 inches in diameter. It is 90 feet high, and considered superior to the organ of Haarlem. The organist will play for an hour for a fee of ten florins.

The *Exchange*, above which is a fine collection of philosophical instruments, and an Industrial Art Museum. Daily, 25 cents.

The *Town Hall or Stadhuis* is a fine building, having a composite portico. The House formerly occupied by the East India Company, near the Hotel des Pays Bas, is noticeable. The *Dockyard*, though small, is worth a visit, and can be seen by an order from any respectable householder. In it is preserved the stern of the Royal Charles, which was taken by the Dutch in 1667. The *Picture Museum*, bequeathed to the town by M. Boymans, 1857, was burnt, 1864, and has been rebuilt. The collection, part of which was saved, and has been increased, can be seen daily, except Monday, by paying a small fee. The *Archives* and the *Town Library*, with 30,000 vols., are in the same building. Open 11 to 3. Apply to the librarian. The following are the most noteworthy pictures:—J. G. Cuyp, a portrait; Alb. Cuyp, a dead hare and grey horses; Rembrandt, a large unfinished allegorical sketch; Ruysdael, two landscapes; A. Van de Velde, the Farrier; E. Van de Velde, Man on Horseback; Hobbema, two landscapes; Jan Steen, Feast of St. Nicholas, and An Operation for Stone; Eeckhout, an Interior, Ruth and Boaz; Mierevelt, Portrait of Barneveld; Klinkenburg, View at the Hague. Catalogue (in French), 75 cents.

The Zoological and Botanic Gardens may be visited in the morning.

After dinner the *Park*, at the West End, may be visited. A band plays here on Summer evenings, and coffee and refreshments can be had. Ornamental water, with swans, pretty shrubberies and plantations, and a statue of Tollens, one of the popular poets of Holland, make this spot very delightful. A number of very pretty houses are here, and the great Sailors' Home lies to the left. Tramways are a considerable feature here.

Small screw *Trekschuiten* ply every hour to Delft and the Hague. Steamers to Nymegen every morning in summer, and every second morning during the winter months.

Steamers daily to Middelburg, in Zealand, in hours; to Dordrecht, 1½ hours; to Gouda, 2½

hours; to Hertogenbosch (Bois-le-Duc), 6 hours. To London, three times a week; to Antwerp, daily, in 10 hours; to Hull, Dundee, Edinburgh, Grimsby, Harwich, Newcastle:—For hours of sailing and further particulars, see *Bradshaw's Continental Guide.*

From Groote Veerhaven to Kattendrecht a ferry-boat plies, fare 15 cents. Here the left bank of the Maas is formed by an island called Ijsselmonde, and which, though only 15 miles in length, by 7 in width, is surrounded and intersected by dykes to the extent of 2,000 miles in length.

ROUTE 19A.

THE RHINE (A).

Rotterdam to Nymegen.

The voyage from Rotterdam to Nymegen, up the Waal, generally occupies twelve hours, and if for a party, where there are several ladies, the *state cabin* should be engaged. It may be reached by rail *viâ* Utrecht, Arnhem, and Cleve. Dordrecht may be reached *viâ* the Grand Central Belgian Line to Antwerp and Brussels. It crosses the Moerdijk by a fine viaduct, with a swing bridge in it.

The "Waal" is the largest of the arms into which the Rhine divides on reaching Holland.

Leaving Rotterdam, we first pass, on the left, the guard-ship, and Feyenoor, the seat of a large engineering and foundry establishment, where we see the banks at both sides dotted with numerous picturesque villas and summer residences. At the Spaaniars-Diep, windmills, cottages, and shipyards are seen, and at this point the Leck joins the Maas.

Dort, or Dordrecht (Station), on the Antwerp line. Population, 32,934.

Hotels: Belle Vue; Wolk's; Des Armes D'Amerique; Des Armes d'Hollande; Café at the Station.

Dort, once a Roman *Trajectum* or ferry, is situated on the expanse of the Maas; presenting a semi-circular front to the water, with a quay and esplanade all round. It is the seat of a considerable timber trade; with hundreds of saw mills, barges, and schuyts (*skooits.*) It was here, in 1572, the first assembly of the States-General met, after Holland had revolted from the Spanish yoke.

The famous assembly of Protestant divines, known as the "Synod of Dort," was held here in 1618-19, in the house now called Kloveniers Doplen. The room in which this celebrated synod was held is still preserved unaltered, though often used as a ball-room. Its sittings lasted six months, and numbered 152; the upshot of them was to confirm as the established faith, the Calvinistic doctrine of Predestination and Grace, and condemn Arminius and his followers. The president, in closing the sittings, declared "its miraculous labours had made hell tremble."

Museum of Pictures, chiefly modern and local. A large number by Ary Scheffer, mostly copies.

The *Gothic Church* has a tall square tower, and is remarkable for its carved white marble pulpit, its carved choir stalls in the Renaissance style, various monuments, and massive gold church plate. The *Mint* is a building of the fifteenth century.

Dort is the chief station for the rafts (see Route 21). The largest East Indiamen can sail up to the quays. The surrounding country is very low, and every depression is so full of water that fears are entertained lest the whole should be swallowed by the waters, were the Rhine to rise even a few inches. Sailing through very intricate sandbanks, we arrive at

Gorkum, or Gorinchem (Station), an old town to the left, situated at the junction of the Maas and Linge, and connected with Vianen on the Leck by the canal of Frederick. Population, 10,396. This was one of the first places taken from the Spaniards by the Water Gueusen, in 1572, who, under their chief officer Lumey, murdered nineteen Roman Catholic priests, for which savage act he was degraded by the States-General. The great Merwede Canal from Amsterdam to Gorkum, was opened as far as Vreeswijk in 1892. Opposite Gorkum, on the left, is Workum, and we see also to the left

The *Castle of Loevenstein*, famous as the prison of Grotius, 1609. It stands on a point of the island of Bommel. Grotius being allowed books, was concealed by his wife in the box which brought them and so conveyed out of prison by his servant maid, who had it taken to Gorcum, to the house of an Armenian friend named Jacob Daatzelaar, where he was relieved from his narrow cell and escaped to Brabant. Madame de Groot was not long detained in prison, and soon after rejoined her husband in Paris.

Bommel, to the left, once a fortified place, destroyed in 1629. Bridge 762 yards long.

Thiel, to the right, an agreeable little town, with 3,600 inhabitants, and famous as the birthplace of the late General Chassé.

Nymegen (Station), on the Zevenaar, Cleve, and Cologne line. Dutch, *Nijmegen;* German, *Nimwegen*.

Hotels: De la Place Royale; Boggia; Hof van Brabant; De Gouden Leeuw; Berg-en-Dal; Ariens.

Nymegen (pop. 32,618), the Roman *Noviomagum*, on the left bank of the *Waal*. A good view of it may be obtained from the Belvedere. It was formerly strongly defended, and is built on the slope of the Hoenderberg hill, where the Romans pitched a camp.

Town Hall, a structure of the sixteenth century, having in front two rows of statues of some emperors of Germany. Its curiosities are the *sword* with which the Counts Egmont and Hoorn were beheaded, portraits of the ambassadors who attended on the occasion of the signing of the treaty in 1678, between Charles II. of Spain and Louis XIV.; a picture called the Riddle of Nymegen; and some Roman antiquities.

St. Stephen's Church, a brick edifice of a good cruciform shape, erected 1272, is a pretty specimen of the Gothic style, and remarkable for its ancient choir, in which stands the monument of Catherine de Bourbon, wife of Adolphus of Egmont, Duke of Guelders. Her effigy is executed in brass.

On an eminence here stand fragments of the church of the Castle of Valkhof—a Castle destroyed by the French in 1794, and said to have been built by Julius Cæsar, and inhabited by Charlemagne. A circular chapel or baptistery is of the thirteenth century. Further up is the café called Belvedere, with a very fine view.

Rail to Cleve; to Venloo; to Tilborg; and to Arnhem, performing the journey, by express, in 22 minutes, and meeting the trains to Utrecht and Amsterdam. Steamer down to Rotterdam in 10 hours.

ROUTE 20.

THE RHINE (B).

Rotterdam to Cologne.

The best course to adopt in this route is to proceed from Rotterdam to Arnhem (see p. 190) by the railway; which is continued on to Cologne, *viâ* Cleves or Emmerich; but should persons prefer the journey by water, they may find a steamer starting from Arnhem each morning, which arrives at Cologne in about 15 hours, after a tedious journey.

The rails down the east and west banks of the river, towards Cologne, divide off near Zevenaar; one going past Emmerich, Wesel, &c.; the other, past Cleve and Crefeld.

Cleve (Station), *Cleves*, or *Kleve* (in Prussia) has a population of 10,170.

Hotels: Bath Hotel; Hotel Stirum; Prinzenhof. Omnibus from the station, where there is a Post and Telegraph office. *English Church Service.*

This is an exceedingly attractive Rhenish watering-place, both for summer and winter, and is resorted to annually by above 20,000 persons—Dutch and German, besides many English visitors. Conversation House and Ball-room, with salons, promenades, concerts, and other conveniences. The surrounding woods are traversed by numerous pleasant walks. Park at the Thiergarten. Baths at the Stahlbrunnen (erected 1742), near the Curhaus, and Friedrich-Wilhelms Bad. The waters are good for the nerves, and agreeable and easy of digestion. Carriages, horses, and donkeys are to be had in abundance, according to tariff. Kurtaxe, payable after a week's stay, 5 marks.

It stands on the slope (*Clivus*) of three wooded hills, in a fertile country, 2½ miles from the Rhine, to which a canal runs; and was the capital of a Duchy, and long a disputed possession of the House of Prussia. In the middle of the town is the old Ducal *Castle of Schwanenburg*, where Anne of Cleves, one of Henry VIII.'s wives, was born; now converted into public offices, and marked by a strong tower, 180 feet high, built 1439, overlooking a fine prospect. It is the scene of a legend, referred to in one of Southey's poems. Another good view from the Cleverberg. The brick *Stiftskirche* (1345) has monuments of the Counts of Cleve, effigies of Adolph VI. of Guelders and wife (1394), and brasses of John I. (1481) and II. At the Rathhaus are some frescoes. Statue of Elector Sigismund in the market place, and of Johanna Sebus, a local benefactor. At *Prinzenhof* is a handsome building, now an hotel, erected 1443, by Prince Maurice of Nassau, belonging to Prince Henry of Waldeck

and Pyrmont; and at *Berg und Thal*, on the road to Xanthen, in a grove, is Prince Maurice's iron tomb (1625). Frederick the Great lived at Schloss Moyland.

The confluence of the Waal and the Lower Rhine, or Leck, the two branches of the Rhine, takes place at a distance of eight or nine miles above Nymegen, on the former, and Arnhem on the latter. Here are dams, dykes, and jetties regulating the waters, so that no more than two-thirds of the tributaries should enter into the Waal, and only one-third into the Leck. On these hydraulic works depends the physical existence of Holland. The vigilance used by the engineers in strengthening them saved the country from being inundated in the floods of 1784.

At **Aart** a safety-valve is formed by a dam thrown across an old arm of the Rhine. In the event of its waters at Arnhem attaining a certain height, a new passage to the sea would be formed for the Rhine in less than five minutes, which would suffice to sweep away the dam.

Lobith is seen to the right, and marks the frontiers of Holland and Prussia. It is also the station of the Dutch custom-house, and the steamer, in descending, is delayed an hour or more in the examination of baggage, &c., by the officers. Opposite Lobith is the now decayed fortress of *Schenkenschans*, once a formidable and much-prized stronghold, rendered important by its position on the tongue of land stretching into the Rhine and formed by the forking of that river. From close to this spot can be seen the towers and steeples of Cleves, towards which a railway runs.

Elten (Station).—Here an examination of baggage takes place by the custom-house officers, and the passports are sometimes asked for by the police.

Emmerich (Station)—*Hôtels:* De Hollande; Bahnhof; Royal; Rheinhof—is situated on the right, and is the first Prussian garrisoned town we meet, with a population of 9,759. It is the seat of considerable industry, and has a very clean and neat appearance. The church of St. Aldegund and the *Minster*, the oldest on the right bank of the Rhine, are the only objects of attractive interest.

Starting from Emmerich, we see the small town of **Rees**, on the right arm.

Xanthen, or *Xanten* on the left, remarkable for its double-spired church, and as being the *Castra vetera* of the Romans. It has a population of 3,500; and tradition renders it memorable as being the spot where the Emperor Maximilian had St. Gereon, and the Theban Legion, beheaded.

Wesel (Station)—*Inns:* Dornbusch; Giesen—at the confluence of the Lippe and the Rhine, diagonally opposite an artificial island, formed in 1785, by a cut of the river, the chief stronghold of the north-west frontier of Prussia. It contains 20,736 inhabitants, and is the emporium of a very active trade. A connecting rail with **Haltern (Station)** was opened 1874; and another link finished 1875, to **Venlo**, opens up a direct line from Paris to Hamburg, *viâ* Münster and Bremen. The direct line from Flushing is also open, *viâ* **Breda, Tilburg, Boxtel, Goch,** and **Xanten.** At Boxtel, lines come in from **Eindhoven** and Hasselt; and from Eindhoven, **Helmond,** and Venlo (from Düsseldorf).

At Wesel the Rhine is crossed by a bridge of boats, and is divided in two arms by the island of Büderich. The Rathhaus is the only building worth seeing. Close to Wesel there is a monument to the memory of the Prussian officers shot here, in 1809, by the French. To the left, facing Wesel, is Fort Blücher. At Wesel, also, Rapin wrote his history of England. Passing Orsoy to the left, we see on the right,

Ruhrort (Station)—*Hotels:* Ville de Cleves; Preussischerhof; Rheinischerhof—a coal depôt, situated at the mouth of the Ruhr, where it discharges itself into the Rhine. Nearly 3,000,000 tons of coal, the produce of the fields on the banks of the Ruhr, are deposited here annually.

Duisburg (Station)—*Inns:* Europäischer Hof; Hof von Holland, Harke—on the Lys. A considerable manufacturing town, with a population of 59,300. It has Reiss's monument to Gerhardt Kremer, the originator of Mercator's Chart; German—*Krämer*, Latin—*Mercator* (see Rupelmonde, page 31). Duisburg is, next to Ruhrort, the largest depôt for the great trade in coal from the Ruhr valley.

The *Valley of the Ruhr* deserves to be explored if time permit. The following will be found its most interesting spots: Hohen **Syburg, Blankenstein,**

Werden, Ketling, and *Mühlheim*, from which a line to *Ketwig* is open – one of several in this busy valley.

Uerdingen (Station) is on the left bank, seated in a fertile plain, and encircled by poplar trees. It has about 3,925 inhabitants, principally employed in navigation and sheep and cattle feeding. Not far from this place is Eichelskamp, where the French, in 1795, first crossed the Rhine, with 25,000 men under the command of Lefébre. On the right we see **Calcum,** a railway station, about 1½ mile from which is **Kaiserswerth,** for a long period the residence of the German emperors. It was formerly an island, and still contains the ruins of a *Castle*, built by Pepin d'Heristal, from which the Archbishop of Cologne, Hanno, carried off the emperor Henry IV., when only a child of two years, from his mother. Its Church is a remarkable building of the thirteenth century, and contains the shrine of St. Suitbert, an English monk, who preached here in the eighth century. In this place also, there is a Deaconess Institution, founded by Fliedner, a Protestant clergyman. Population, 2,388.

DÜSSELDORF (Station).—*Hotels:*

Breidenbacherhof; Hotel Heck—First class; in Blumenstrasse.

Hotel de l'Europe, near the railway station, post office, and landing places of the Rhine steamers.

Resident English Consul-General.

English Church Service at the German Protestant Church, Berger Strasse, at 11 a.m. and 4 30 p.m. on Sundays.

Post Office, corner of Kasernen Strasse.

Düsseldorf is one of the prettiest and neatest towns on the Rhine, containing 144,682 inhabitants. It is seated on the right bank of the Rhine, which here attains a breadth of 400 yards. It was once a fortified town, but its fortifications, since the peace of Luneville, have disappeared, and their place is occupied by gardens and agreeable walks. Its objects of attraction are few—indeed it may be said that the *Kunsthalle* and the *Royal Kunstakademie* are the only ones. The celebrated gallery of pictures was removed to Munich in 1805; the present collection in the Kunsthalle is much inferior. The artists principally represented are:—Cornelius, Knaus, Hasenclever, A. and O. Achenbach, and J. W. Schirmer. Tasso and the two Leonoras, by Carl Sohn, are brilliant executions of modern date.

Part of the *Kunstakademie* collection was burnt in the fire of March, 1872; but one good picture, Rubens's Assumption of the Virgin, was saved, and there is also an interesting collection of drawings and engravings, amounting to 14,250 specimens, among which are many by Raphael, M. Angelo, Titian, and other celebrities, together with copies of 300 water-colour drawings from the works of the different Italian schools, from the fourth century.

The *Düsseldorf School of Painting*, founded in 1828, by Cornelius, has an exhibition each summer of the paintings by water-colour artists. It opens in July, and continues open until September. Near the Hofgarten there is a fine statue of Cornelius (born here, 1787), on a double pedestal. The Malkasten (Paint-box) Club meets at Jacobi's House.

Schulte's Gallery of Modern Paintings, at 42, Allecstrasse, is always worthy a visit, constantly containing new pictures, which are exhibited there as they are finished. Several fine pictures of the earlier part of this century are also on view.

The *Hofkirche*, or church of St. Andrew, has some good paintings by Dusseldorf artists of the existing school, amongst which is one by Deger, representing the Virgin as she stands on clouds, holding the Saviour. The church of St. Lambert, in which there are several interesting monuments, and the Maximilianskirche are the only other objects of public interest.

The *Hofgarten*, laid out in 1767, extended in 1802, will repay a visit; it is lined with good walks, and commands a good view of the Rhine. The Exhibition of 1880 was held near the Köln-Minden Station.

Düsseldorf is the seat of the provincial parliament of the Rhenish provinces, and is the residence of Prince Frederick of Prussia. Its situation on the Rhine contributes considerably to its prosperous and thriving condition. It is the emporium of the merchandise sent from the duchy of Berg, and the cutlery and iron ware from Sohlingen, as well as of the cloths and cottons of Elberfeld. Of the three quarters into which it is divided, Karlstadt and Neustadt are the best and cleanest, contrasting strongly with the close and filthy streets of Altstadt.

PEMPELFORT, situated on the east of the town, is remarkable as being the residence of the philosopher Jacobi, and the resort of Goethe, Wieland, Stolberg, and other literary celebrities. H. Heine was born at No. 3, Bolker Str.

Zoological Gardens, well laid out, admission 50 pf. Music occasionally. Near these is

DÜSSELTHAL—Three miles from Düsseldorf, and also worth a visit. It is an asylum for destitute children, 140 of whom receive a useful education, and are taught trades.

HELLDORF—Twelve miles from Düsseldorf, near Calcum Station, on the line to Duisburg, will repay a visit. Here is the house of Count Spec, which contains some excellent frescoes.

The steamer occupies, between Düsseldorf and Cologne, 5 hours in ascending, and 2½ hours in descending.

Leaving Düsseldorf, we see on our left the steeple of **Neuss (Station)**, where a connection is open *via* **Schiefbahn**, with **München-Gladbach** and **Rheydt**, 16 miles. See page 79.

Benrath (Station).—From here we see a handsome château, built by the electors of Cleves, and occupied by Murat when Grand Duke.

Passing Zons, with its numerous towers, we cross the Kuppe, and arrive at

Mulheim-on-the-Rhine (Station), on our right, a fine prosperous town, 3 miles from Cologne. Population, 30,993. Bridge of boats removed from Coblenz. Not far distant is Stammheim, remarkable for its Gothic chapel, and as the residence of Count Fürstenberg.

ROUTE 21.

THE RHINE (C).

Cologne to Coblenz and Ems; the Moselle to Trèves.

This famous river, the entire course and character of which the Supreme Architect seems to have embellished with glorious scenery and picturesque grandeur, is no less remarkable for the combination of natural loveliness that characterises its scenery, than for the historical traditions interwoven with every phase of its history, representing Roman conquests and defeats; feudal events full of chivalry and daring; and the wars and negotiations of modern days. Its banks possess an interest, not only as being the resting place of the bones and ashes of emperors who wore the imperial purple, and swayed the mighty sceptre within its territorial boundaries, but as being adorned with some of the noblest Gothic monuments of the middle ages, whilst every variety of rugged rock, and forests thick in stately elegance and sylvan grandeur; plains rich in fruitful vineyards, now perched like an eagle's eyrie among lofty crags, and anon gently sloping to the water's edge, are scattered along as so many triumphs won by industry and energy in this rugged stronghold of nature. The Rhine, which is now entirely in German territory, is regarded by every German with a kind of reverence and affectionate interest, their poetry calling it "*King Rhine;*" and their resolve to keep it is attested in the popular song, "Die Wacht am Rhein." Old castles having a thousand legends connected with the traditional reminiscences of their history are met with as we are borne along its course.

"And there they stand as stands a lofty mind,
Worn, but unstooping to the baser crowd,
All tenantless save to the crannying wind,
Or holding dark communion with the crowd—
There was a day when they were young and proud,
Banners on high and battles passed below,
But they who fought are in a bloody shroud,
And those which waved are shredless dust ere now,
And the bleak battlements shall bear no future blow."

Populous cities, flourishing towns and villages, beautiful roads and healthy mineral springs are not wanting to add more attraction and beauty to that river whose waters supply choice fish, as the vineyards on its banks produce the choicest wine; "a river which," according to Dr. Lieber, "in its course of 800 miles, affords 630 miles of uninterrupted navigation from Basle to the sea, and enables the inhabitants of its banks to exchange the rich and various products of its shores for the choice articles indigenous to other lands; whose cities, illustrious for commerce, for the encouragement of science, and fortifications, furnish protection to Germany, and are also famous as the seats of Roman colonies and of ecclesiastical councils, and are associated with many of the most important events recorded in the history of mankind."

The source of the Rhine, which, in its course to the ocean of over 320 leagues, is swelled by more than twelve thousand brooks and streamlets, lies in the centre of the Alps, on the frontiers of Italy. Three brooks, uniting at the village of Rheinau, in the Grisons, form this stream. The Fore Rhine rises on the eastern declivity of Mount St. Gothard, where from the lake Toma, which is enclosed by a wall of rocks of 9,000 feet, this rivulet breaks forth, and, being increased by the waters of some other brooks, near the village of Dissentis, joins the Middle Rhine, another torrent issuing from a similar lake near Mount Lukmanier. Fifteen leagues lower down, swelled by near sixty other brooks, both rivulets unite with the Hind Rhine, and thus united, form the river Rhine. The Hind Rhine, the most considerable of these three brooks, rises likewise in a ravine, which is some miles long, from among masses of rocks rising to the height of 9,000 feet, out of a mountain of ice situated five thousand feet above the level of the sea.

Rafts on the Rhine.—Every traveller on the Rhine is sure to meet vast floating islands of timber going down the stream. It will doubtless be to him an object of interest to learn what this novel spectacle means, its composition, object, and destination. They are called *rafts*, and are the produce of the forests covering the hills and mountains watered by the Rhine and its tributaries—the Neckar, the Murg, Main, and Moselle. After being felled, the trees are thrown down from their lofty heights, and cast into some stream sufficient to float them. Trunk after trunk is bound together, and conveyed from stream to stream, until floating islands are formed, which are navigated to Dordrecht, for sale at Neundorf.

As the mass swims along, it presents the appearance of a floating village, composed of eight or ten wooden houses on a large timber platform. Four or five hundred rowers and assistants are required to navigate the raft. These are directed by pilots and the proprietor, who lives on board the raft, in a house built expressly for him, superior in size to the others. The captain occupies an elevated position, which enables him to see and order all the steering and movements. The massive structure is directed by means of anchors and the immense oars placed fore and aft. The workpeople are accompanied by their wives and children, and knitting, sewing, &c., is carried on during the day. A very large quantity of provisions is consumed during the voyage; as much as 46,000 lbs. of bread, 31,000 lbs. of meat, 600 tuns of beer, 8 or 10 butts of wine, 1,500 lbs. of butter, 10,000 lbs. of cheese, being the average quantity. The timber is sold at the end of the voyage, and often produces as much as £25,000, and sometimes £30,000. The duration of the voyage varies from eight days to six weeks.

Steamers on the Rhine.

There are (or were) several Companies' steamers navigating the Rhine, now practically amalgamated into one, viz., the Cologne-Düsseldorf. Those of the Netherlands Company are usually taken by those who are going all the way from Bingen to Rotterdam, or vice versâ. The quick express boats take saloon passengers only.

The Steamers are divided into two classes—Saloon (Salon) and Fore-Cabin (Vorkajüte). Refreshments are provided on board at a moderate rate, fixed by a printed tariff. The cost of dinner at the table d'hôte is 3 marks; it is not advisable to dine à la carte, as this will cost more, and not be so satisfactory. The quickest boats go from Mayence to Cologne in 7½ hours, and from Cologne to Mayence in 12 hours. These call only at Biebrich, Coblenz, and Bonn, and on the up voyage at Bingen also. On Sundays and holidays they also call at Eltville and Königswinter. There are three classes of boats, quick, medium, and slow. 110 lbs. of luggage are allowed free.

The following will be found the average time occupied on the voyage between

	MILES.	DOWN.	UP.
Rotterdam and Emmerich	87	8 hrs.	12 hrs.
Emmerich and Düsseldorf	66	8 ,,	10 ,,
Düsseldorf and Cologne	34	3 ,,	5 ,,
Cologne and Mayence	116	8½ ,,	13½ ,,
Mayence and Mannheim	51	3 ,,	5½ ,,

There are 30 landing places at which the steamers touch, some of the most picturesque points of the Rhine. At any of them, the tourist may land, and continue his journey when he pleases, up or down the river, by any of the Company's steamers; he

has only to take care to have his ticket marked by the conductor of the boat before leaving it. Careful enquiry should be made, before going on board, as to *where* the steamer in question calls. At certain places landing or boarding is effected by boat at a charge of 10pf. The circular tickets issued by Railway Companies are not in connection with steamers. *Ordinary* return tickets are good for 10 days, and others for a year.

Scenery of the Rhine.—The picturesque grandeur and beauties of the Rhine are first seen on arriving at the cluster of hills called Siebengebirge (Seven Mountains); and from this place, along the banks of the river as far as Mayence, scenes of surpassing loveliness and romantic beauty are constantly met with. Tourists hurriedly passing up and down the river in a steam-boat cannot properly enjoy the scenery of the Rhine. A mere trip up or down the Rhine, such as English travellers generally take, gives only an imperfect idea of the beauties of the river and its banks. If the tourist wishes to appreciate the Rhine, he must not hurry on but halt at the following places, which perhaps are the most appropriate ones that can be pointed out: *Bonn, Coblenz, St. Goar, and Bingen, or Rüdesheim.* Below Bonn, in the direction of Cologne, or above Mayence, there is scarcely any object which merits admiration.

We trace in the elevated Alps, in Switzerland, and near Mount St. Gothard, the sources of the Rhône, the Tessin, and the Rhine or the king of the German—nay, of the West European—rivers. The visitor, on ascending the Rhine, or on his arrival at Strassburg, calls to his recollection that this stream has hastened its course through the lake of Constance; has precipitated itself over the rocky ramparts at Schaffhausen; then, strengthened by the collected waters of Switzerland—the influx of 370 glaciers, and upwards of 2,700 brooks and streams—commenced its majestic course near the ancient Roman city of Basle; expanding between the Upper Black Forest, amidst ranges of mountains encircling a valley of nearly 30 miesl in breadth, through which it rapidly wound, receiving, besides other streams, the important Neckar and Main, until a rocky gate at Bingen seems to arrest its further career, through which it swiftly rushes, and, strengthened by the Nahe and Moselle, overcomes a similar obstacle at Andernach, when it continues its victorious course towards the sea.

Cologne to Bonn by rail; or by Steamer, 18 English miles.

Cologne terminus close to the Central Station. Distance by water, 22 English miles. Steamers occupy 3 hours up, and 1¼ down. Travellers not desirous of visiting *Bonn* usually take the train as far as Mehlem, where there is a ferry to Königswinter. A railway runs near both banks of the river, all the way from Cologne to Mayence. Left bank rail (Linksrheinische Bahn).

Cologne (Station). (See Route 18.)—The railway, quitting Cologne, passes, at a short distance from the Rhine, through a flat country, rich in corn fields, and in proximity to the Vorgebirge chain of hills, &c.

Kalscheuren (Station), a place of no importance.

Brühl (Station).—A small town, population 3,850, remarkable as having been the refuge of the Archbishop Engelbert, of Falkenberg, expelled from Cologne in 1268, and of the Cardinal Mazarin, when expelled from France. The elector, Clement Augustus, laid, in 1725, the foundation stone of the magnificent *Castle of Augustenburg*, finished by Maximilian Frederick, and now the property of the Prussian government. This castle lies on a beautiful promontory, which near Bonn recedes from the Rhine, and ranges along in a picturesque manner, two miles from it. The train stops almost exactly opposite the castle. The King of Prussia, in 1845, received Queen Victoria in this castle during the Beethoven festival. The site is excellent, and the country around very picturesque and grand; over the stairs are beautiful platforms painted by Anducci and Carnioli. In the interior cultivated taste is combined with domestic comfort. Large fish ponds, shady groves, and a park which was formerly stocked with game encircle the castle; a linden walk takes us into a small wood to the beautiful hunting seat of Falkenlust. Leaving the last station we pass

Sechtem (Station) and Waldorf, where are the remains of a Roman aqueduct, and arrive at

Roisdorf (Station). Here there is an excellent

mineral spring, whose water is preferable to that of Godesberg, because it retains its carbonic acid for a longer time, and therefore may be sent to a greater distance. A brilliant view of the Seven Mountains beyond the Rhine may be had here. Before reaching Bonn, we see the Kreuzberg (Cross mountain), to which a fine avenue of fir-trees leads. The village of Poppelsdorf rises behind it. The cloister of Servites has been pulled down, but the beautiful Church, with its marble stairs and fine platform is still standing. The church contains some fine paintings, and in the crypt are to be seen mummies of the monks.

The Bonn terminus is close to the chestnut avenue leading to Poppelsdorf. Omnibuses ply between the station and steamers.

The water journey from Cologne to Bonn is very dull, the banks being quite flat, and the villages lying on them uninteresting.

As the steamer nears Bonn, to the left, the outline of the *Siebengebirge*, or Seven Mountains, is seen to reflect itself in prismatic splendour, glittering and sparkling like the walls of some crystal palace.

The Sieg discharges itself into the Rhine on the right bank. This river is famous for salmon fishing. It abounds in this fish, some of which weigh from 30 to 50 pounds.

To the left the castle of Siegburg rises on an eminence above the Sieg, three miles east of the Rhine. It is now a Reformatory.

To the left, also, is Schwarz-Rheindorf. It contains a curious architectural monument, the Stift Kirche, a church of two storeys high, with very old (12th century) mural paintings, extremely interesting to antiquarians.

On approaching Bonn, the most prominent objects are the towers of the Minster, and of the new Evangelical Protestant Church.

BONN (Station).—*Hotels:*

The Grand Hotel Royal, situated on the banks of the Rhine; replete with every modern comfort; highly recommended.

Hotel Golden Star, one of the best on the Continent in every respect, and worthy of the highest recommendation.

Hotel Rheineck. Hotel Kley.

Grand Hotel de Belle Vue.

English Church Service, on Sundays, in the University Church. *Presbyterian Church* here.

Post and Telegraph Office, Münster-Platz.

Population, 39,801, including the students and garrison. A university town in Rhenish-Prussia, of Roman origin *(Bonna)*, and formerly the residence of the Electors of Cologne. One of its best edifices is the *University*, where the late Prince Consort was a student, formerly the Electoral Palace, in which, besides lecture-rooms, is a library of 250,000 volumes; the Academical Museum of Art, in two rooms, catalogue, 3 marks; attendant, 75pf.; and Aula, or Hall, decorated with frescoes, by Förster, Götzenburger, and Herman, under the direction of Cornelius. The subjects are Philosophy, Medicine, Jurisprudence, and Theology, in which may be noticed the figures of Linnæus, Cuvier, Wickliffe, Luther, Calvin, St. Jerome, and Ignatius Loyola. That of Theology was begun by Cornelius. Entrance, 75pf. *Provincial Museum* of Rhenish and Roman Antiquities, opened 1891.

The *Minster*, 11th and 13th centuries, has a very fine external appearance, and was originally founded by the Empress Helena, mother of Constantine the Great, in 320. It is built in the Byzantine style, and is surmounted by five towers. It contains a bronze statue of the Empress, and has been restored.

The house of Beethoven's parents is pointed out in the Rheingasse. He was born, however, in the house No. 20, Bonngasse. A bronze statue of him, erected in 1845, stands in the Münster Platz. Niebuhr, the historian, is buried in the churchyard here, outside the town, with Bunsen and his wife, Schumann (statue), and E. M. Arndt. Here died, 1876, Professor Simrock, author of "An den Rhein, an den Rhein, zieh nicht an den Rhein," and of a popular review of the Nibelungenlied.

The *Museum of Natural Philosophy* occupies the Château of *Poppelsdorf*, approached by a beautiful walk, lined with a double avenue of chestnut trees. The collection is extensive and interesting; the various fossils, minerals, &c., illustrating the geology of the Rhine, the Siebengebirge, and Eifel. A set of fossil frogs in it deserve notice. Entrance, 75 pf., less per head per party. The *Botanic Garden* adjoins the Château, and is rich, spacious, and well distributed. A Chemical Labo-

ratory, one of the best in Europe, and a School of Anatomy, close by, belong to the University.

The **Beauties of the Rhine** begin to unfold themselves at Bonn. From the opposite side of the river the view of the Seven Mountains is magnificently grand, whilst they can also be seen with much advantage from the Alter Zoll terrace, outside the Coblenz gate. The view obtained from the church on the top of Kreuzberg, ¼ mile from Poppelsdorf Castle, is beautiful. The Church was built in 1627, and contains a copy of the stairs which led up to Pilate's Judgment Hall. They are in a chapel behind the high altar, and are modelled from the Scala Santa staircase at Rome, and were built of Italian marble in 1725. Persons wishing to ascend them must do so on their knees. In a vault underneath the church are mummies. They lie in twenty-five coffins, and have cowls and cassocks on. They have been buried at various times, from 1400 to 1713. Many other pleasant excursions can be made in Bonn; and the visitor is recommended to devote a day to Poppelsdorf, Kreuzberg, Kessenich, and the Rosenburg, the Kessenicher Schlucht, and the Dottendorfer Höhe.

From **Beuel** (opposite) a rail leads into a very wild and picturesque district to Hennef, &c.

Bonn to Coblenz.—Leaving Bonn, we pass, at 3 miles distance, the Hoch Kreuz (high cross), as it is called, a Gothic monument, built by Wulfram von Jülich, Archbishop of Cologne, in 1331-1349. About 1 mile distant from this, to the right of the line, and opposite the Hoch Kreuz, lies *Friesdorf*, situated at the foot of a pleasant chain of hills which commences at Godesberg.

Before reaching Godesberg, we pass, on the left, the villages of Ramersdorf and Plittersdorf, and opposite to them on the other side of the Rhine, are Oberkassel and Dottendorf.

Godesberg (Station).

Hotels: Blinzler's; Belle Vue; Adler.

A pleasant health resort, which possesses special attractions, much improved of late years. The Draischer Brunnen and Wasserheil Anstalt with baths are close by. The castle keep, the Godesburg, on the top of the hill, is an interesting object; it is a building of the thirteenth century, erected by the Archbishops of Cologne, on the site of a Roman fort. It was taken and blown up by the Bavarians in 1583. Magnificent view of the Rhine. *English Church Service*, by resident chaplain. One mile and a half from Godesberg is

Mehlem (Station), where travellers for Königswinter and the Drachenfels leave the train. The station is ½ mile from the river. From Mehlem an excursion can be made to the volcanic hill of Roderberg. The shortest way to reach the Seven Mountains is by crossing to Königswinter over the Rhine by ferryboat.

Königswinter (on the opposite bank) —*Hotels:*

Hotel on the Petersberg, beautifully situated on one of the finest mountains of the Siebengebirge.

Hotel de l'Europe.

Hotel de Berlin; Rieffel; Kölnerhof.

Here the valley of the Rhine, properly so called, which begins at Bingen, terminates. It is a small village of about 3,060 inhabitants, situated at the foot of the Drachenfels, the ascent of which from here can be made in about half an hour. A very interesting and delightful excursion, of about one day's length, may be made from the foot of the Drachenfels, by ascending the left bank of the Rhine to Rolandseck, and again going down the river to Königswinter. With the excursion to the Seven Mountains, a visit can be made to the celebrated Cistercian Abbey of *Heisterbach*. A fragment of the choir now only remains, a solitary monument of its ancient magnificence. The building was commenced in 1202, and was finished in 1233, being a beautiful specimen of the transition style from the round to the pointed system of architecture. In 1806, the greater part of the building was pulled down, and used up in the erection of the fortifications of Wesel. There is now no need of a guide to visit the district as finger-posts and first-class roads render it easy for the pedestrian, or those preferring horseback or using carriages, to find their way about. A small map of the district may be obtained at Bonn or Königswinter.

Donkeys to ascend the Drachenfels cost 1½ marks; to Heisterbach, 1½ marks. Boats to Nonnenwerth and back, 2 marks; to Bonn, 1½ marks.

The **Seven Mountains**, or the Siebengebirge, are a portion of the Westerwald, and fitly usher in

the magnificent scenery of the Rhine. They rise in towering majesty above its banks, and are denominated as follows: — Stromberg, 1,053 feet; Niederstromberg, 1,066 feet; Oelberg, 1,456 feet; Wolkenburg, 1,057 feet; Drachenfels, 1,051 feet; Löwenburg, and Hemmerich. On the summits of some are remains of ancient strongholds. The *Drachenfels*, or the Dragon Rock, is the most remarkable, and derives double interest from having been the subject of Byron's muse. It rises from the bank of the river in a huge wall of rocks, on the south-west declivity. In the lower half, you perceive the narrow, though high, opening of a cave, in which tradition records, dwelt the dragon whom the horned Siegfried slew:

"The castled crag of Drachenfels,
Frowns o'er the wide and winding Rhine.—*Byron.*

The summit of this mountain can be arrived at in a little less than an hour from Königswinter. For those who cannot undertake the pedestrian ascent, and do not care to ride, the cog-wheel rail (1 mark up, 50 pf. down) will be found very convenient.

From the top a magnificent view may be enjoyed of the country and objects all round. In our ascent we pass the quarry from which was taken the stone used in the erection of the Cologne Cathedral. Close to the top is a very good Inn, where the traveller will find comfortable accommodation, and enjoy a magnificent view of the sunrise, should he stop over night and sleep there. From here the view extends down the river for about 20 miles, closed in by high and picturesque rocks, which impart a wild aspect to the scene, greatly relieved, however, by the villages and farm houses filling up the foreground. The chief objects which strike the eye are the peaks of the Seven Mountains, the Tower of Godesberg, the Volcanic Chain of the Eifel, and the island of Nonnenwerth. On the summit of the Löwenberg are the ruins of the castle in which Melanchthon and Bucer dwelt for a short period with the Archbishop Herman Von Weid. Near Mehlem there is an extinct volcano, one of the most interesting on the Rhine, called the Roderberg. Its crater is a one-fifth of a mile round, and 60 feet deep. Leaving Mehlem the line commences to run close to the river.

Rolandseck (Station).—*Hotel:*
Hotel Rolandseck.

The view from Rolandseck is very beautiful. If you desire to reach the ruins, you first strike into the horse-road, which serpentines across the hill in a westerly direction. You then come on the left to a footpath that takes you through an overgrown ravine to the summit. At the foot of the hill lies a hamlet with 350 inhabitants. On the pleasant island of Nonnenwerth there is a nunnery, built in 1673. It is now a ladies' school, and gentlemen are not admitted alone. The legend of Roland (of very doubtful authenticity) is well known, and need not be told at length. Roland, in his travels, is said to have been entertained by Graf Heribert, at the Drachenfels, and to have fallen in love with his beautiful daughter, Hildegunde. The crusade prevented their nuptials, and a rumour of Roland's death caused Hildegunde to seek refuge in the convent of Nonnenwerth. His return and despair, his building the castle where he might possibly catch a glimpse of the beloved form, and his faithfulness till death have been recorded in melodious verse.

On the height of Honnef, on the other side of the river, there are some lead and copper mines, and a little further down is Rhöndorf, in the shade of the majestic Siebengebirge. With these masses terminates the Westerwald chain that stretches in an easterly direction up to Fulda.

The road from Rolandseck to Remagen is carried through a rock. It was begun by the Bavarians, continued by the French, and perfected by the Prussians. From Königswinter to Unkel, the Rhine forms a new basin, bordered on both banks by cheerful landscapes. The stations on the Rechtsrhein line are Rhöndorf, Honnef, and Unkel. Just before arriving at the latter we pass Rheinbreitbach with 1,200 inhabitants, and two coppermines, one of which, St. John's, is the oldest on the Rhine.

Unkel.—A small town, with 600 or 700 inhabitants, situated in a very picturesque country, on the left bank. Here is a hill with an inexhaustible store of large columns of basalt, under a layer of 30 or 40 feet of sandy marl ground. They stand and lie in the quarry in different directions, resembling those of the Giant's Causeway in Ireland, their ramifications extending under ground as far as the middle of the Rhine.

The most remarkable of these is the Unkelstein, which was formerly a heathen altar. The basalt forms a first-rate material for roads, and as such is largely quarried. Just before arriving at Remagen, on the Linksrheinische line, we see the wooded heights of the

Apollinarisberg, which belonged to the abbey of Siegberg. It gives name to a tonic water for drinking in much repute, the *Apollinaris Spring*, discovered 1857. From 80 to 100 million bottles are exported, mostly to England, from the Company's works. It is rich in carbonic acid gas, and is called after St. Apollinarius, whose head is preserved in the ancient Gothic church, built from the designs of Zwirner, the restorer and finisher of the Dom of Cologne. It is decorated with frescoes, and lighted, except in the choir, by circular windows. It contains some of the best works of the German school of fresco painting, by Deger, A. Müller, and Ittenbach. It may be visited from Remagen, 2 horse carriage, 1½ mark.

Remagen (Station). (Linksrheinische Rail.)

Hotels: Hotel Fürstenburg, good and moderate; kept by W. Caraciola, the proprietor also of Hotel König Von Preussen. Both often full.

A small town, the *Rigomagus* of the Romans, with a population of 3,200 inhabitants. It lies opposite the high road from Bonn to Coblenz. When, in 1768, the beautiful road between the two latter mentioned places was being made, a great number of antique monuments were found here and about. They chiefly consisted of Roman milestones, coins, columns with inscriptions, sarcophagi, denoting pretty clearly that the Emperor Marcus Aurelius and Lucius had already founded a road here. The chief object of interest to the traveller is the *Romanesque Gateway*. It is close to the church, and has sculptured on it the signs of the zodiac.

On the other side, a little above Remagen, are seen the basaltic precipices called the *Erpeler Lei*, which are 500 feet high, and almost inaccessible, and have yet, by the energy and skill of human industry, been converted into rich vineyards. The costly *Ley* wine, the principal white wine of these parts, grows on the southern or eastern declivity of this steep. [The traveller is advised to it.—*R. S. C.*]

[From Remagen a short line of 8 miles runs up the Ahr valley as far as Adenau.

The first station is **Bodendorf**; the line then runs partly round the base of the **Landskron**, over 900 feet high, composed almost entirely of columnar basalt, and crowned by a ruined castle of the early part of the 13th century. Near the base are mineral springs, similar to the Apollinarisbrunnen (see above), which lies rather further up the valley. Next comes **Neuenahr**, 6 miles from Remagen. Kurhaus, with thermal springs, resembling those of Ems, much visited, with good arrangements. There are good and cheap hotels and the climate is suited for weak constitutions.

Ahrweiler, two miles further up the valley (population, 4,318), lies at the entrance to the more picturesque part of the valley, best visited by pedestrians. Carriages can be obtained, and the roads are good. The principal attractions are **Walporzheim** (¾ mile, good small hotel), and **Altenahr (Station)**, with a castle of the 13th century, situated on a bold cliff, 400 feet above the village. Entrance, 50pf. for one person.

The railway continues up the Ahr valley as far as Dümpelfeld, and then turns off to **Adenau**, near the two highest peaks of the Eifel, the Hohe Acht, and the Nürburg.

The effect of the rugged cliffs, which hem in the rushing river, is enhanced by their composition, which is either black basalt or dark slate.

This little mountain stream flows through a narrow, deep, and crooked valley, 54 miles long, producing an excellent red wine called Ahrbleichert. Its current is very rapid and sometimes overflows its banks, spreading desolation around. The Ahr valley is well worth a visit by lovers of picturesque scenery; it is too little known.]

Linz (Station), on the Rechtsrheinische.

Hotels: Weinstock; Nassau Hammerstein; Deutscher Kaiser.

A small industrious town, with a population of 3,415. It is partly fortified and belonged formerly to the Electorate of Cologne. In 1365, the castle near the Rhine-gate was built by Archbishop Engelbert III., in order to secure the Rhine toll and protect the town against the invasions of the citizens of Andernach. The castle, as well as the town-walls, are built of basalt, and the streets are paved with the same material. Almost directly

opposite Linz, the Ahr issues into the Rhine, immediately below Sinzig. In passing its mouth, by steamer, we see up the Ahr valley the conical top of the Landskron.

Sinzig (Station)—(Linksrheinische)—*Hotel:* Deutsches Haus. A small town, 1½ mile from the Rhine, by whose waters its walls might have been formerly washed. Its population is 2,300. It is the ancient *Sentiacum*, a Roman station, probably founded by one of Augustus's generals, called Sentis. According to tradition, the memorable battle between Constantine and Maxentius, which insured the triumph of Christianity over Paganism, was fought here. Its parish Church is an object of interest. The altar-piece in it represents Constantine beholding the cross in the sky. It is a fine Romanesque edifice, built in the form of a cross. A well-preserved early Cologne painting, in the choir, deserves notice. There are a few German paintings at the side of the high altar.

On the opposite bank is the castle of Arenfels. The line now leaves the Rhine, and takes a straight course to **Niederbreisig (Station)**, a pretty place, with about 1,220 inhabitants. Westwardly from here, away from the river, is Oberreisig, where our notice is claimed by an ancient church and some inscriptions. Proceeding to Brohl (below) we pass, on the left, the *Castle of Rheineck*, from which the prospect is really grand. The ruins are the property of Herr von Bethman-Holweg, of Bonn, who has restored them to their pristine shape at considerable expense.

Brohl (Stat.)—*Hotels:* Peter Bröhl; Nonn, Sen.; Nonn, Jun.—a small village at the mouth of the Brohe valley. It extends partly on the declivity of a mount, and is partly hid in different directions by two small hills. Upon one of these eminences there lies an ancient *Castle*. The beautiful view, the abundance of springs, the evergreen vegetation, and the natural loveliness so interesting to a philosopher, present one of the most delightful attractions on the banks of the Rhine. All around Brohl the character of the soil is volcanic, and the substratum of the valley consists almost entirely of pumice stone thrown out by eruption, and bounded by the usual Devonian slate rocks. Brohl possesses several mills, employed in grinding tuff-stone into trass or cement. It resembles Roman cement and the pozzolana of Naples, and was made use of by the ancients in the construction of their sarcophagi.

From here an excursion can be made to the **Laacher See** and its Abbey, 1-horse carriage, 8 marks; return 13½ marks. This lake is extremely remarkable. It is a circular depression, about 1¾ mile in diameter, and 170 feet deep. It is said to have 3,000 sources. The water is of a bluish colour, is very cold, and of a nauseous taste, throwing up, when agitated, a sand attracted by the magnet. The lake rarely freezes, and contains no fish but pike, tench, and perch. The Benedictine Abbey, founded 1093, was once renowned for its wealth. The founder, Pfalzgraf Heinrich II., is buried in the fine Romanesque Church. At an hotel near the building the keys of the Church may be obtained. On the opposite shore of the Rhine is visible the ivy-clad ruin of the *Castle of Hammerstein*, remarkable as being the refuge of the Emperor Henry IV. when persecuted by his son. The little old church within it is interesting. To the right of the rail lies

Namedy, situated romantically within the shades of the forest. Here the Rhine forms a small harbour, where formerly the smaller rafts were united into larger ones. The mountains here do not approach so closely to the river on either side. **Leutesdorf** is seen on the other side of the Rhine, sheltered by high walls of rocks planted with vines. We arrive at

Andernach (Station)—*Hotels:* Hackenbruch; Glocke; Schaefer. An ancient town, founded by the Romans, and once a free city of the empire. Enclosed within lofty old walls, it contrasts strikingly with Neuwied, which lies quite open. It was the frontier fortress of the Romans, the head-quarters of a præfectus militum, and the last Roman station of the army of the Upper Rhine. It contains 5,800 inhabitants, and is now famous for two products, furnished by remarkable quarries of mill stone and terras or trass, which will be interesting to the geologist. This volcanic production, if mixed with a proper quantity of lime, forms a cement that resists water, or rather, is turned by it into durable stone. Large quantities are used in

building the dykes in Holland. The *mill stones* of this place are also a volcanic product, and are spoken of as the "Rhenish mill stones" by the Roman authors. A great many of them have been found among the Roman ruins in England. They are also exported to this country, Russia, the East and West Indies, and to other countries of the world. The curiosities of Andernach are, the gate towards Coblenz; the round watch tower; the ancient palace of the Archbishops of Cologne, an interesting specimen of the architecture of the middle ages.

The *Church* is a fine old structure of the 13th century; and in the neighbouring Kirchberg there are Roman sepulchres. In the neighbourhood are several rich mineral springs. Those of Tönnisstein have considerable reputation. There is a hotel and bathing establishment. The *Laacher See* (see page 105) can also be cheaply visited from here by taking rail from Nieder-Mindig. The line, 14 miles long, runs through a series of lava hills. The most remarkable is Nieder-Mindig, where there are large underground lava quarries, probably dating from Roman times. In some of these is stored beer, which is noted far and wide for its clearness and sparkling coolness. At this place, omnibuses for the Laacher See meet the trains; fare, 1 mark.

Not far from Andernach, on the right of the road, on the spot where formerly stood the Abbey of St. Thomas, burnt by the French in 1794, there is an extensive tannery and lunatic asylum, part of the restored ruins of the abbey. Beyond Andernach the mountains again approach the river, forming a magnificent defile, and having, at the water's edge, opposite Andernach, the ruin of Friedrichstein, or the Teufelshaus—*i. e.*, the Devil's House, so called by the serfs forced to build it; it was begun in the 17th century, but never finished.

Just below Andernach is the mouth of the Nette, which, in its course of 10 leagues, waters one of the most fertile valleys on the Rhine.

Rail from Andernach to **Mayen.**

Neuwied (Station). (On both lines).

Hotels: Goldener Anker; Wilder Mann; Moravian; Hommer.

An agreeably situated and clean town, with a population of about 10,192. It is the capital of the principality of Wied, now joined to Prussia, and is located in a charming plain, environed as it were by a garland of eminences. It was founded not much more than two centuries back by Frederick III. of Wied. It has broad streets, cheerful houses, and is a pattern of activity and industry. The Count Alexander raised the prosperity of the town by giving perfect freedom and toleration in civil and religious matters to all who came to settle there, by assisting them with large sums of money, and keeping up a splendid court. Lutherans, Roman Catholics, in short, people of all persuasions, flocked to this place where the fostering genius of toleration built herself a temple, where men, though kneeling at different altars, and worshipping with different rites, yet regarded the book of peace and the legacy of love not as a bone of contention, nor Christianity as the touchstone of uncharitableness.

The *Prince's Palace* overlooks the river. In one of its side buildings is an interesting Museum of Roman antiquities, chiefly gathered from the buried city, near Niederbiber, 2 miles to the north of the town. In the collection are several tutelar genii; one of bronze, whose inscription informs us that it had been erected by fourteen veterans (their names are inscribed on the base), and other military persons, on the 23rd of September, 246 B.C. Besides these, there is silver in plates, bronze, sandstone and pipe clay, alabaster and fine volutes, shields, arms, helmets, iron tools, potter's ware of all forms and kinds, and a collection of coins, female ornaments, &c. None of the coins date later than 375 A.D., which all but precisely settles the epoch of the destruction of the place, the ruins of which are now covered up, and the green corn of spring again yearly waves in beauty over the bruised and broken remnants of its ancient grandeur. The Roman castrum is not mentioned in any of the itineraries.

The palace *Garden*, accessible to every one, is particularly deserving the tourist's notice. A small hill in it, the Sonnenberg, affords a most beautiful prospect of the Rhine and of Andernach. At the extremity of the garden you see before you, through the trellis gate, the beautiful avenue of poplars that leads to the village of Irlich. In the building called the Pheasant's Warren, to which strangers are freely admitted, a rich and

remarkable collection of natural objects may be seen, which the celebrated naturalist, Prince Maximilian of Neuwied, made during his travels in Brazil and North America. This collection contains 313 mammalia and 1,700 stuffed birds; there are also in it many specimens of other classes of the Brazilian animal kingdom.

The flying bridge over the Rhine, and a steamer, maintain the connection between the two towns.

The colony of *Moravians* or *Herrnhuter* occupying a distinct quarter of the town, will interest the tourist; their church, schools, and workshops being worth seeing. They make pottery and gloves.

A pleasant excursion can be made to Monrepos, with its park and gardens. It is situated 6 miles north-north-east from Neuwied, and affords beautiful prospects. A pleasant road leads us to the ironworks of Rasselstein, and thence to the pleasure park of *Nothhausen*, much frequented by visitors from Coblenz and other places. The palace or *Château* is a plain building of but one storey. Behind the château is a grove, partitioned out into seven shady and delightful walks; at the end of one of them is a lonely and romantic valley, terminating at the entrance to a beautiful beech forest. The Altwieder Aussicht, near here, commands an exceedingly fine prospect.

We next see to the left, *Weissenthurm*, or the White Tower. It is a village possessing a church decorated with modern frescoes, and deriving its name from the ancient watch tower built by the Electors of Treves. At this spot Cæsar crossed the Rhine, seventeen centuries before, and constructed his famous bridge, described in his *Commentaries*. The French also, in 1797, crossed the river at this spot under General Hoche, by throwing a bridge across. They met with stout opposition from the Austrians on the occasion. To the right, on an eminence, we see the obelisk erected to the memory of the French General. It bears the following inscription:—"The army of the Sambre and Meuse, to its commander General Hoche." The banks of the river here widen into an extensive and well cultivated plain, over which are scattered villas with pleasure and fruit gardens around them; and the line leaves the Rhine, which is lost sight of altogether until near Coblenz. The Rechtsrheinische line also leaves the river for a time, nearing it again at

Engers (*Hotel:* Zur Römerbrücke), with a castle and a population of 2,000. Scarcely a pistol-shot distance from it is the buttress of a Roman bridge of cement, said to have been built 38 years B.C. by Virginius Agrippa. The castle is now a military school, and near it are the remains of a 14th century fort, built to protect the navigation.

Mühlhofen.—A small village at the mouth of the little river Sayn, on which are the village and château of Sayn, the latter having a valuable collection of pictures. At the rear of the village of Bendorf, close by, are the great Concordia ironworks, of the well-known firm of Krupp, at Essen. The former Præmonstrant Abbey at Sayn, founded in 1202, will interest deeply. Its church is built in the transition style. At the extreme point of the valley is the castle of the Counts of Isenburg. The valley is certainly a delightful one, containing summer-houses, gardens, and villas. It forms a favourite object of summer visits to the people of Coblenz. The venerable and noble Abbey of Rommersdorf is seen on the slope of a hill north of the valley, about 2 miles north of Sayn, and the same distance north-east of Engers. To the right are seen the walls of the fortress of Ehrenbreitstein. Over against the ruins of the ancient Castle of Sayn lies the Friedrich—or Renne—berg, where beautiful plantations may be seen and magnificent views enjoyed.

Bendorf (Station), on the Rechtsrheinische line, is situated a little higher up; it is surrounded with eminences of iron-stone rock, which afford some beautiful prospects, including a view of the Rhine far below Coblenz issuing from among the mountains to form a junction with the Moselle, near that town. The Linksrheinische line affords no further view of the Rhine; those ascending the river by steamer see on the left

Neuendorf, the vegetable market of Coblenz. On the right the cottages of the vinedressers from Urbar range along the bank of the river, where an excellent reddish wine is grown. The charming island of Niederwerth is next passed. It has a handsome church and 762 inhabitants.

To the left, near *Kesselheim*, are the remains of the château of *Schönbornslust*, the residence of the Bourbon princes during their exile from France at the French Revolution. On the left bank is seen the village of Wallersheim, with its cloister, and on the right, on the slope of a mount, the former nunnery of Besselich. Near the confluence of the Moselle and Rhine, to the left, is the monument to General Marceau, who fell on the field of Altenkirchen, in endeavouring to check the retreat of Jourdan. Before reaching Coblenz the valley widens considerably, the mountains of the Hohen-Eifel no longer come up to the bank of the river; those of the Unter-Westerwald also recede a little on the right hand, and thus the tourist is surrounded by a grand natural panorama.

At Coblenz the Moselle and Rhine unite, and the line, skirting the Petersberg, and passing by the monument to General Marceau, crosses the former stream just above the ancient Coblenz. Ehrenbreitstein, on the right, forms a striking object as the town is approached. Should the entry take place at the close of the day, the numerous old towers and turrets of Coblenz, sleeping in the shade, look well in the dusky twilight, and impart to the scene an aspect of sombre beauty.

COBLENZ (Station).—*Hotels:*

Hotel du Géant, one of the best on the Rhine; kept by Messrs. Eisemmann Brothers.

Hotel de Belle Vue—first rate, and highly recommended. Landlady, Mrs. Hoche.

The Anchor (Anker) Hotel, near the landing place. An old established moderate house.

Hotel de Trèves—Good.

Pension Pfingsten; Pension Beau Sejour.

Church of England service, performed in the Palace Chapel twice each Sunday. The chapel is supported by voluntary contributions.

Coblenz, the "Confluentes" of the Romans, is a strongly fortified town on the right bank of the Rhine and left of the Moselle; capital of Rhenish Prussia, with a population of 32,671, exclusive of military in Ehrenbreitstein opposite. It occupies a large triangle, formed by the influx of the Moselle into the Rhine, and is adorned by many fine buildings, squares, and avenues of trees. The old castle, near the Moselle Bridge, possesses historical interest; here the Elector von Metternich founded the Catholic League, 1608. It is now a tinware factory.

Here the grandsons of Charlemagne met to divide amongst them his mighty empire into Germany, France, and Italy. Here, also, Edward III. of England, was installed Vicar of the Empire, by Louis of Bavaria.

The *Church of St. Castor*, at the very confluence of the two rivers, dating from 836, and distinguished by its four towers, is worth a visit, and was consecrated in 1208. It was originally built chiefly at the expense of Louis the Pious, but the present building is chiefly 11th century. On the left of the chancel stands the beautiful tomb of Kuno of Falkenstein, archbishop of Trèves, with a painting of a Crucifixion, attributed to the old German master, William of Cologne.

The cellars under the grammar school, formerly a Jesuit Convent, are worth visiting from their great extent, containing about 300 vats, or 400,000 bottles of Rhine and Moselle wines. From the vicinity of this town to the wine districts, it forms the great depôt for the export of their produce, as also of the seltzer waters of Nassau, and the various volcanic productions of the neighbourhood.

The *Palace*, the summer residence of the late Empress Augusta, extends its long and handsome façade above the bridge of boats, with its principal front to the great square, where the troops drill and band plays, between 12 and 1 o'clock each day. The castellan shows the rooms, which are well worth a visit. Ring the bell in the corridor of the North Wing. Fee, 1 mark, or 2 marks for a party.

The new *Palace of Justice*, containing the Law Courts, German Renaissance style.

The *Casino* is a handsome building, having connected with it good reading-rooms, ball-rooms, and gardens, and is worth visiting.

The objects worth notice in the old town are, besides the church of St. Castor, already mentioned, the Monument in front of this church, erected by the French in 1812, consisting of a fountain, the *Castorbrunnen*, with an inscription, commemo-



VIEWS ON THE RHINE.

About 3 miles distant from Saarburg, we see Castell, originally a Roman castle, and transformed into a chapel, to receive the remains of John, King of Bohemia, son of the emperor Henry the VII., killed in 1346, at the battle of Crécy. It was restored by the King Fr. Wilhelm, 1835.

Beurig-Saarburg (Stat.), near Saarburg, p. 171. A small village, delightfully situated at the mouth of the valley of the Saar. On the Leuk, which here falls into the Saar, is a beautiful waterfall, near some picturesque ruins. A branch rail, 34 miles long, is open from Saarburg to **Saargemünd.** It passes **Hanweiler** and **Saaralben,** from which last a line runs via **Bensdorf** and **Château-Salins,** to Nancy, in France.

Conz (Station); the Roman Constitium, after which the line enters the Moselle valley.

Karthaus (Station), at the junction for Luxembourg and Brussels.

TREVES (Station)—or **Trier,** in German. *Hotels:*

Hotel de Trèves (Trierscher Hof), very good hotel for families and gentlemen; recommended.

Rothes Haus, or Maison Rouge, an old-established good house, well situated; formerly the Hotel de Ville.

Luxemburgerhof; Stadt Venedig.

Post Office.—75, Fleischstrasse, opposite the Kernmarkt.

Cabs.—Within the town, including the station, amphitheatre, and the zurlauben, all of which are outside: 1 person, 50 pf., 2 persons, 60 pf., 3 persons, 85 pf. 1 hour, 1½ mark for 1 horse, 2½ marks for 2 horses; for every further 20 minutes, 50 pf. and 75 pf. more. For longer drives as by agreement. To Igel about 6 marks for 2 horses.

Steamers from Trèves to Coblenz.

The station lies outside of the town, at the eastern corner, and not very far from the Porta Nigra. The smaller station, on the left bank of the river, is now only used for the short line from Ehrang to Konz.

This ancient town lies in a charming valley of Rhenish Prussia, surrounded by low vine-clad hills, which is open from south-east to north-west, on the right bank of the Moselle, and contains a population of 36,162. A beautiful range of hills encircles the town, from the mouth of the Saar to that of the Kyll. Above and below, small villages appear, like suburbs. Its interior is very agreeable, the streets being for the most part regular and large, and embellished with many fine houses; the slated roofs, however, render the place rather sombre and gloomy. The inscription, "Ante Romam Treviris stetit annis MCCC.," on the walls of the former Town Hall, now Rothes Haus (or Red House) Hotel, asserts that Trèves was built before Rome. At all events, it is the oldest city in Germany, though it is doubtful whether, as some think, it existed when the Romans under Julius Cæsar (B.C. 58) first invaded the district, but it probably dates from Claudius. Prehistoric weapons indicate that the district was once populous.

Claudius established a Roman colony here, called *Augusta Trevirorum,* shortly after the partition of Gaul, and settled there the supreme courts of administration. Under Diocletian, Trèves became the metropolis of *Belgica Prima*—comprising not only Belgium so-called, but the whole of Spain and Britain; Roman laws were issued and imperial coins struck there, and cloth, arms, and military stores were supplied to the Roman legions. It was also the residence of several Roman emperors, and, in the great distribution of the empire, under Constantine the Great, the prætorian prefect of Gaul was appointed to have his residence at Trèves; eventually removed to Arles, when the German nations began to invade the Roman possessions. Here also lived, in high offices, Ausonius, the poet of the Moselle, the preceptor of the emperor Valentinian's son. During 115 years, an emperor, or one of the Imperial family, was constantly here. Agritius of Antioch, was first bishop of Trèves (A.D. 328), and the city was afterwards raised to an archbishop's see. The university was founded in 1473, and existed until 1798. The city was for centuries the residence of an elector of the empire, until in 1786 the last of these, Clemens Wenceslaus, removed the seat of authority to Coblenz.

In 1702-4, the English, under Marlborough, took Trèves, and in 1794 it was held by the French, when the churches and convents were stripped of all their wealth and ornaments, and turned into stables. Previous to this, Trèves possessed

more ecclesiastical buildings than any city in Europe of a similar size. While it was in French hands, it was incorporated (in 1801) with the French Republic, in conformity with the treaty of Luneville, as capital of the department of the Sarre. It became Prussian property in 1815.

Trèves, after having been the seat of imperialism, spiritual and civil courts of the electorate, of a chapter, an episcopal college and a university, is now the seat of a Prussian governor. As a town it is decayed and faded, and only interesting because of its historical glories and for the Roman remains still existing in it. These remains constitute the most extensive relics of the once masters of the world, saved from remote antiquity. As memorials of their architecture, history, &c., vastness and not beauty is the distinctive characteristic of their appearance, and in this they differ from remains found in the south of France and elsewhere. Christianity and Vandalism have, the latter by its barbarism, and the former by its prejudice, done much to annihilate and disfigure these memorials of Roman dominion.

The *Cathedral of St. Peter and St. Helena* is situated on the highest eminence in the town. The front and east side of it, consisting of Roman masonry, are said to have belonged to the palace of the Empress Helena, or to basilica built by the Emperor Valentinian. St. Helena, we are told, deposited in the church the *Seamless Coat* of our Saviour, which, after being hidden for 134 years, was, in 1844, for eight weeks exhibited to the veneration of one million one hundred thousand pilgrims. Huge columns of granite adorned, in the eleventh century, that part where now the great choir stands; remains of them are still lying in the cloister garden. In addition to the traces of Roman Byzantine architecture, we also discover traces of the middle ages in the interior of the well-preserved cloister which adjoins the church. In the interior of the church are several monuments of the electors of Trèves, among which is that of the soldier-prelate, Richard von Greiffenklau. The pulpit carving is pretty good, and the seats of the choir are inlaid with ivory and wood carving, and beneath the church are vaults in which repose the bones of archbishops and electors. Large funds accrue to this church from the exhibition of the Holy Coat, and a portion of them are devoted to the repair of the cathedral.

Close to the cathedral, and connected with it by very beautiful cloisters, is the *Liebfrauen Kirche*, or Church of Our Lady. It occupied from 1227 to 1243 in building, and is in the most elegant pointed style of pure Gothic architecture. The disposition of the plan is grand, and the proportions are happily chosen. The eastern choir terminates in the form of a cross, the pieces of which form two lateral passages northward. The semicircular portal is richly ornamented with sculpture, and twelve columns, each bearing the figure of an apostle, support the interior. These may all be seen at once from a dark blue slab near the door. They show here the well-preserved corpse of St. Theodulph, bishop of Trèves. The monument of Johann Segensis, and the doorway in the north transept, are worth inspection.

The *Porta Nigra*, Black Gate, or *Porta Martis*, situated at the northern extremity of the town, at the end of the Simeonstrasse, is one of the most interesting objects of antiquity in the city. Its origin or date cannot be ascertained, but it is surmised to have been built in the reign of Constantine the Great. Tuscan columns decorate the front, and its basement storey is very massive, and probably built as the entrance on the north of the city wall. Some writers place the date of its erection before the arrival of the Romans, and designate it the council-house of the Belgæ. Its style of architecture would, however, contradict this, and lead us to believe it a building belonging to the lower empire. In 1305 the building was converted into a Church by Archbishop Popo, and dedicated to St. Simeon, an anchorite, who, in the eleventh century, on his return from the Holy Land, took up his position on the top of the edifice, acquired a reputation of great sanctity, and at his death was added as a saint to the Roman calendar. Napoleon stripped the lead from the roof on his arrival at Trèves and had it cast into bullets. The Prussian government, in 1816, cleared it of rubbish, to open the folding door for the first time in 1817, for the entry of the King of Prussia and the Crown Prince. In 1876 all late defacements were removed, and

the year 996, and finished in 1016, in the Byzantine, or round-arched style. In 1018 the eastern end of this church fell, but was reconstructed and consecrated anew 1110, by Archbishop Eppo. The south front has rich pointed portals, in the style of the fifteenth century. Its west end has the appearance of the modern style of architecture. In its interior are two choirs and two high altars. It is 423 feet long, and gaudily ornamented. It has two side chapels. In the chapel of St. Nicholas are some remarkable specimens of mediæval sculpture, representing the Annunciation, the Nativity, the genealogical tree of the Virgin, the Descent from the Cross, and the Resurrection. In the baptistery are many curious gravestones. On the site of the Rathhaus now stands the *Lutheran Church*, containing a fresco painting, by Seekatz, representing Luther standing before the Diet. This painting, which was much decayed, was restored at the Reformation Jubilee of 1817. The fine *Luther Denkmal*, in the Lutherplatz, deserves notice.

The churches of St. Martin and St. Paul, the west end and Choir of which are worth seeing; and of St. Andrew, in the Andrewsplatz, may be visited.

The *Synagogue* dates from the eleventh century, but has been modernised.

The *Heylesche Haus* is erected on the site of the Bishop's Palace where the famous Diet was held in 1521.

The country about Worms is interesting, and was called by the ancient minstrels in their lays, the *Wonnegau* or "Land of Joy." In its neighbourhood, near the village of *Pfifflighem*, you may still see the Elm-tree under which Luther is said to have rested on his journey to Worms, and replied to his friends who would persuade him against entering Worms, that he "would go to Worms even though there were as many devils within its walls as there were tiles on its houses."

The green island in the Rhine near Worms, commonly called the Rose-garden, is celebrated in the romantic tales of ancient times, for here Siegfried, the hero of the *Nibelungenlied*, a fine old German poem, dating from the close of the 12th century, killed the Dragon. Chriemhilde also lived at Worms, near her lover. The quarrel between Brunhilde and Chriemhilde is said to have occurred in front of the Dom. About one league outside the town is Hernsheim, the park, and château of the Dalberg family.

Persons going *down* the Rhine may diversify their route by abandoning the Rhine at Worms, and proceeding by Alzey, or Alzei, to Kreuznach, on the Nahe (described in Route 22), where they might ascend to Oberstein, and thence return to the Rhine at Bingen; or go on to Trèves, and from Trèves descend to Coblenz on the Moselle. The line from Worms to Alzey passes **Monsheim**, from which a line of 24 English miles was opened, 1873 (on the direct line to Strassburg). *viâ* **Albsheim, Grünstadt** (branch to Mertesheim and Eisenberg), **Dürkheim, Deidesheim,** and **Neustadt-an-der-Haardt** (pop. 12,225), having old and new churches. Durkheim (pop. 7,000), under the Haardt Hills, is a grape-cure, with excellent iodine and saline springs. *Hotels:* Four Seasons; Häusling. Shooting and fishing. The *Heidenmauer Wall*, on the Kastanienberg gives name to a novel of Cooper's. The **Haardt** is a wine district of valleys and hills, 1,600 to 1,800 feet high. For Trifels Castle, see page 145. Near Durkheim is *Limburg Abbey* (1024-36), a ruin, besieged 1604, when the Abbot buried the rich treasure chest, which was discovered 1881. From Monsheim, also, an extension is open to **Marnheim** and **Langmeil**, 16 miles.

A few miles above Worms, the territories of Baden on the right, and of Rhenish-Bavaria on the left bank commence; Darmstadt owns both banks as far as that. The rail passes **Frankenthal (Station)**, an industrious little town, with a population of 10,907 (two *Inns*). It owed its former rise to a colony of Flemings, refugees from France and the Spanish Netherlands on account of persecutions. These refugees introduced manufactures not previously known in Germany. The Abbey Church was built in 1119. The Frankenthal canal to the Rhine has been made navigable.

(At Frankenthal a cross line runs *via* **Eppstein** and **Freiensheim** to **Dürkheim**.)

Oggersheim (Station) — *Inn:* Krone. — A small place, with a population of 4,190 souls. The curiosities of this place are the old town-house, the Roman Catholic chapel, and the Lady chapel, built after the model of the oratory of Loretto. To the right, about one mile at this

side of Mannheim, the Neckar joins the Rhine. **Ludwigshafen** (**Station**)—*Hotels:* Deutsches Haus; Drei Mohren—On the right, is connected by railway with Spires, Saarbrück, Kaiserslautern, and Homburg. Close to the bonding-houses on the water side, and about one mile below the bridge of boats, the steamer comes to her moorings. Rail over the river to Mannheim.

From Worms the *Louis of Hesse rail* runs to **Rosengarten** (branch to Bensheim, page 151), the connection across the river being kept up by steamer, and **Lampertheim**; whence it is carried north to **Gernsheim** (page 139), and **Gross-Gerau**, for Frankfurt; and south through **Waldhof** and **Käferthal** to Mannheim.

MANNHEIM (**Station**).—*Hotels:*

Hotel du Palatinat (Pfälzer Hof.).—A first-class hotel, in the centre of the town—recommended.

Kaiserhof; Deutscher Hof; Lungaloth; Landsberg.

Mannheim is in the Grand Duchy of Baden, at the influx of the Neckar into the Rhine, and has a population of 79,044. The first stone of the town was laid in 1606, by the elector, Frederick IV., and contiguous to it the same prince built Frederick's Castle, which, with the town, was destroyed in the Thirty Years' war. The town was soon rebuilt, but was again burnt by the French in 1689; when the French general intimated to the townspeople the determination of his brutal master, Louis XIV., to reduce the town to ashes, and, at the same time, mockingly informed them that they were privileged, by special favour, to perpetrate this barbarism on their own hearths and altars; for which a period of 20 days was given them. The people declined the offer. The town was again rebuilt, and the present Mannheim is the third town erected since 1606.

Mannheim is now the seat of a considerable trade, containing from 25,000 to 30,000 artizans, and is the residence of a large number of English families. It is an exceedingly cheap place of residence, and the society very agreeable, a pleasure enhanced by its being now the residence of the Ducal court. It was one time strongly fortified, but now, fortunately for its future progress, is utterly defenceless; its fortifications having been turned into gardens and walks. The modern town consists of 12 parallel streets, intersected at right angles by 10 other streets, which makes the town appear monotonous in its rectangular regularity. The street leading from the palace to the Suspension bridge over the Neckar divides the town into two parts. The streets are not named, but distinguished by a figure and a letter. The squares are ornamented with fountains, which want only water, which is very scarce here, to make them useful. The principal curiosity of the place is the

Palace, a colossal structure, built of red sandstone, but without any architectural beauty, and only remarkable for its size. It was erected in 1720, by the Elector Palatine, Karl Philip, on the occasion of the removal of his court from Heidelberg to Mannheim. The right wing, used as a theatre, suffered severely from the Austrians in 1795, when they bombarded the city. It has since been repaired. In that bombardment half the palace was burnt, and only fourteen houses remained uninjured. The Austrians threw, on that occasion, into the town, 26,000 cannon balls and 1,780 bombs; it was garrisoned by 4,700 French, who finally surrendered to General Würmser. A large portion of the palace serves as a Museum, in which is a Gallery of Paintings, (Wednesdays, 11 to 4, free), containing many excellent productions of the Dutch School, especially Rembrandt; a collection of plaster casts, and a Cabinet of Natural History, together with a collection of antiquities. Open, Sunday, 11 to 12. In 1779, the flower of all the collection at Mannheim was transferred to Munich.

Near the palace is the *Jesuits' Church*, an imposing structure, richly decorated.

The Railway Station is a fine work of art, one of the handsomest in Europe.

The *Theatre* is a good building, in which Schiller's "Robbers" was first dramatised in 1782. The author lived in the house named Zum Karlsburg, on the Parade Platz. Opposite the grand entrance to the Theatre is Kotzebue's house, in which the insane student, Sand, assassinated the owner. The victim and assassin are buried in the churchyard, outside the Lutheran Church.

In front of the theatre are a monument to Schiller, and statutes to Iffland and Von Dalberg.

spirited liberality of the inhabitants of the city, who generously and zealously furnished supplies to carry on and complete the work. It is probable that it was completed under Conrad I., in 1152.

The west front, the porch beneath it, and nave date from 1236-72. The Tower rises from a square base into an octagon, which is surmounted by a pyramidal spire of the most exquisite open work of great boldness and lightness. It is 380 feet high, and many prefer it to the tower of the Strassburg cathedral. The principal entrance is through the beautifully ornamented and exquisitely sculptured portal beneath the tower. The Deity is sculptured on the portal north, leading from the choir, in the form of an old man, breathing life into the nostrils of our first parent, and creating the solar system. The principal objects worth seeing in the interior are the statue of Berthold V., last duke of Zähringen (1228); the stone statues of the other Zähringens; a painting of the Lord's Supper, made up of thirteen figures, by Mauser (1561); and the Altar-Piece, by Grien, a masterpiece of the German School. Some exquisitely painted windows. On the north of the choir, in the chapel of St. Martin, is a very fine wood carving of the Virgin, representing her in the act of sheltering a host of Popes, Cardinals, Bishops, Priests, and Laics under a mantle. A silver Crucifix of Eastern workmanship is to be seen in Brocklin's Chapel, together with his ornamental effigies in armour. A magnificently carved Pulpit, (1561), and the Bishop's Throne (1851), are worth notice. In the University Chapel are two good paintings, by Holbein—a Nativity and an Adoration of the Magi. It should be visited after 10-30 a.m. Fee to attendant, 50pf. each. For the Tower, 60pf. extra.

The *University*, established in 1454, is the Roman Catholic seminary of the Grand Duchy of Baden. That of Heidelberg is Protestant. It has a voluminous library, a cabinet of natural curiosities, a fine collection of physical instruments, and a botanical gardens. There are about 700 students.

The *Protestant Church*, a modern structure of high and elegant dimensions, built in the Byzantine style, is surmounted by an octagon tower, which formerly belonged to an old convent at Thennenbach, 15 miles off, and which was removed stone by stone and made to resume its original shape on this church. It is situated close to the gate leading to Frankfort.

The *Kaufhaus* rests on pointed arches, and is a specimen of the Gothic style of the fifteenth century. Gilt fresco-painted portraits of the Emperor Maximilian, his son Philip I., and Charles V. ornament its interior and exterior, and the Gothic portal under the arcade is remarkable for its beautiful arrangement. The tourist will be interested by the Gothic Fountain in the street.

On King Wilhelm Platz (formerly Casernen Platz) is the Monument of the victory of 8th Jan., 1871, when Von Werder defeated Bourbaki.

In the Kaiserstrasse is the Monument to the 14th German Army Corps.

The environs of Freiburg abound in places for pleasant excursions. The most convenient spot from which a good view of the town can be obtained is the *Schlossberg* (1,025 feet), where formerly stood the citadel. Beautifully grand and picturesquely delightful is the scene as the eye ranges over the sleeping vale of the Dreisam, with the waving line of the hills of the Black Forest resembling the benches of an Amphitheatre.

The principal Walks are to Günthersthal, situated in a pleasant valley, under Kybfelsen (2,720 feet high); to the Carthusian Monastery, in a wild and romantic district; to the Hermitage of St. Barbara, &c. Travellers not intending to pass through the Höllenthal, or Valley of Hell, on their route to Switzerland, should take a short excursion from Freiburg to explore its beauties. Its scenery, combining rugged and savage grandeur with soft and picturesque brilliancy, will be found described in Route 32.

Eilwagen to Schaffhausen in 11 hours. A rail proceeds to Alt Breisach, 14 miles, on the Rhine, and thence to Colmar (13 miles), *viâ* **Gottenheim, Ihringen, Alt Breisach, Neu-Breisach, Sundhofen,** crossing the river by a Viaduct.

Alt Breisach (Stat.)—*Inns:* Deutscher Kaiser; Salmen—is on the right bank of the Rhine, 14 miles west of Freiburg. It was once one of the strongest fortresses in Germany, but was destroyed in 1744. It is mentioned in Scott's "Anne of Geierstein." This place was originally situated on the left bank of the river, but by a change in the course of the latter, in 1740, is now on the

right. It was probably founded by Drusus. The town is built on a basaltic hill. On its summit is the Church of St. Stephen, where the bones of the martyrs, Gervasius and Protasius, rest in silver coffins, having been brought together in the reign of Frederick with the Red Beard. The wooden carvings of the High Altar, or Altar Screens, are well worth inspection. The prospect from this spot, where the fort formerly stood, is very beautiful. You overlook the volcanic *Kaiserstuhl* (Imperial Chair), the pine woods of the Black Forest, the blue mountains of Alsace, which lie opposite, and the Old Breisach at your feet. In a southern direction we see Mount Eckard, on which formerly stood the citadel, and which is now ornamented with a monument in honour of Charles Frederick, Grand Duke of Baden.

An excursion to Riegel, p. 159, to the *Kaiserstuhl*, the summit of which offers most variegated views of eminences, of vineyards and gardens, of forests and villages. Its highest point, the Neun Linden, is elevated 1,833 feet above the level of the sea.

Leaving Freiburg we come to

Schallstadt (Station).

Krotzingen (Station).—*Inn:* Post.—An important spot, that so early as the sixth century gave a name to a noble family, and is situated in a fertile country. To the right of the road, close by, are the ruins of Staufenberg Castle.

Heitersheim (Station)—*Inns:* Adler; Kreuz. Here was formerly the residence of the Grand Prior of the Order of Malta.

Müllheim (Station)—*Inns:* Bahnhof; Krone; Schwan; Neue Post.—In a valley, sheltered on one side by the huge *Blauen*, and by vineyards on the other. [From here a rail parts off to *Neuenberg* (on the Rhine, where Duke Bernhard of Saxe-Weimar was poisoned by Richelieu, 1639, and *Mülhausen*, 14 miles.] This is the Station for the Baden Weiler Baths, 5 miles distant.

Badenweiler.—*Hotels:*

Hotel Sommer (Karlsruherhof).—First-class, very well situated, with open view, next to the Kur-park and the Baths. Recommended. See Advt.

Römer Bad.—Large house, close to castle.

Diligences meet the trains at Müllheim; fare 90pf., boxes 50pf. Visitor's tax, 2 marks per week.

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The village owes its name to its hot springs. A Roman bath was discovered here in 1784. It was 32 feet long, by 100 feet broad. It consisted of hot air, and cold and hot water baths, porticoes, anointing rooms, &c. The masonry is covered with polished cement, the greater part of which is painted red. An altar which remains proves, by an inscription, that these baths were dedicated to *Diana Abnoba*. On the Rehenhag an excellent wine is grown. Excursions can be made to the summit of the Belchen and Blauen Mountains, 4,640 and 3,830 feet high.

To the north-east is Sulzburg, where Schüpflin, the reformer, was born.

Auggen, famous for its excellent wines.

Schliengen (Station)—*Inn:* Krone.—A market town, remarkable as being the spot, where, in the autumn of 1796, a battle was fought between the Archduke Charles and Moreau. To the right lies Liel, a village with iron mines.

The railway bends its course towards the Rhine, now encroached on by hills. There are five stations before reaching Basle, the fast trains only stopping at

Rheinweiler, Haltingen, and **Leopoldshöhe.**

Basle (Station).—(See *Bradshaw's Handbook to Switzerland.*)

ROUTE 29.

Carlsruhe (Oos) to Baden-Baden.

Distance, 3 English miles. This is a branch line leading off from the **Oos Station,** see Route 28. Not far from Oos the valley contracts, and begins to be enclosed by hills on either side. On the summit of a far hill we see the old castle of Baden on the left, and the Yburg hill, surmounted by another castle, on the right.

BADEN-BADEN (Station).

Population, 14,000—*Hotels:*

Hotel de Hollande, near the Kursaal, one of the best in Germany. Table d'hôte at 1 and 5 p.m. Highly recommended. Proprietor, Mr. A. Roessler. See Advt.

Victoria Hotel, on the new promenade, near the Kursaal.

Court of Baden Hotel (Badischer Hof)—An old-established and unexceptionable hotel. Terms moderate.

Hotel de l'Europe, well situated, opposite the Conversation Rooms and Trinkhalle. Recommended.

kirche; attached to it is a community of Nuns of the Holy Sepulchre, who have an educational institute connected with the convent, and are habited in black, a mourning to be worn until the sepulchre is rescued from the infidels. The church music is executed by the nuns, and attracts, on Sundays and festivals, many strangers.

The *Neue Schloss*, or New Palace, is seen above the highest houses in the town. This palace was the residence of the Margraves for more than three centuries, but was burned by the French in 1689, and was afterwards restored to its present form. As a building it is not at all remarkable, and is only interesting from its situation and the *Dungeons* under it, which will be pointed out and shown to the tourist by the Castellan. They are horrible, hopeless dungeons, such as will strike the beholder with sickening horror. They are entered by winding stairs under the tower, and through an ancient bath constructed by the Romans. These dungeons were not so entered by their luckless inhabitants; they were let down a perpendicular shaft running through the centre of the building, blindfolded and secured in an arm chair. The vaults in which the tribunal sat in judgment are excavated out of the solid rock. The dungeons were closed by massive slabs of stone turning on pivots; several of them still remain. They are nearly a foot thick, and weigh from one to two thousand pounds.

In a vault loftier than the rest stood the instruments of torture; a row of iron rings, formerly part of the horrid apparatus, still remain in the wall and may be seen. In this chamber, the criminal who was sentenced to a cruel death (called *le baiser de la Vierge*), was desired to kiss an image of the Virgin placed at the further end. To do this, he was obliged to step on the trap door, it gave way beneath his weight, and he was precipitated to a great depth upon wheels covered with knives, by which he was torn to pieces. This dungeon with the fatal trap door was called *oubliette*; those who entered it were lost, they were indeed "*oubliés.*"

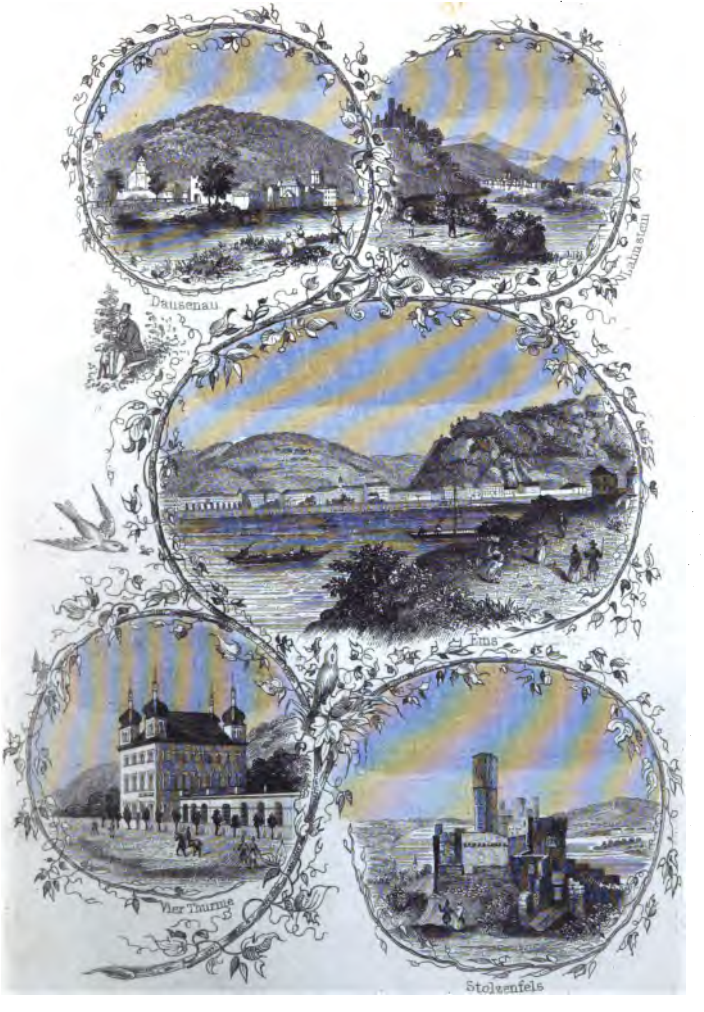
In the Hall of Judgment there are yet traces of the stone seats of the judges round the wall. Behind the niche where the president (Blutrichter) sat is the outlet to a subterranean passage by which the members of the court entered. It once communicated with the old castle at the top of the hill, but is now walled up. A very trivial circumstance, it is said, led to the discovery of these terrible dungeons, which were found in a search for a little dog which fell through the plank above; this pit when searched disclosed the fragments of wheels set round with knives, fragments of bones, rags and torn garments adhering to them.

Tradition would also assign the dungeons as having been used by the Vehmgericht or Secret Tribunal. This, however, is undoubtedly an error, as the Vehm always held its councils in the open air. The meetings of this tribunal were held in the inmost recesses of the forest at midnight. Its members, who were called the *Wissende*, or wise ones, were chosen from among those judged the wisest, most virtuous, and the bravest of the community. Nothing in history can be compared with it for the influence it exerted, and the terror it occasioned, unless it was the State inquisition of Venice. The greatest and most powerful princes and nobles were anxious to enter it, either for protection from their enemies, or to secure themselves against its power. It possibly, for a time, worked well, suppressing offences and bringing criminals to justice who were above the reach of the law, but it could not fail to become an engine of cruelty and evil, horrible in proportion to its power and mystery.

A very good view is obtained from the upper part of the castle, and the open shaft running from the top of the building to the bottom is worth notice. It is divided into two by a partition, and it is supposed that the prisoner was wound up to the top by one side of the shaft and let down into the prisons of the tribunal by the other. It is also supposed that this shaft served to convey air to these subterranean dungeons.

Carriages, donkeys, and riding horses are to be got here plentifully at all the hotels during the season. All the charges are regulated by a tariff according to distance. This includes also long drives, such as to the Yburg, the Alte Schloss, the Ebersteinberg, and Gernsbach.

The Excursions.—Scarcely a path presents itself that does not conduct the visitor through some pleasant and picturesque scenes, the principal of which is the *Alte Schloss* Old Palace), 2½ miles


Dausenau
Ems
Vier Thürme
Stolzenfels

visit the old Schloss, occupying about three hours, and drive thence to Neu Eberstein by Lichtenthal, descending the Murgthal to Gernsbach; by Ottenau and Rothenfels, to Kuppenheim, from whence he can return to Baden or to Rastatt Station. The drive to Gernsbach and Neu Eberstein from Baden and back will occupy a forenoon; but the most delightful excursion that can be made from Baden is to the valley of Murg, which abounds in charming scenery, and is 10 leagues long. The scenery is at one time mild and picturesque, at another bold and grand in its rugged wildness.

The Murgthal.—There are two roads, one by Lichtenthal and Beuren, the other by the Ebersteinburg, the latter is 2 miles the shorter. Pedestrians can take short cuts. The little town of Gernsbach, with several inns, a place of increasing resort, is reached in about an hour. A very prominent object is Schloss Eberstein, or the famous castle of *Neu Eberstein*, projecting from a rugged crag, and so situated as to have enabled its possessors in former days to command the passage of the valley and stream. It was rebuilt about the beginning of the century on the old site, and is antiquely furnished and ornamented with Gothic furniture, armour, painted glass, &c. It is the summer residence of the Grand Duke, and strangers are freely admitted to see it. The prospect is unique, both in an eastern and western direction, and there is scarcely a spot in Germany comparable to it. A zig-zag road leads from the castle gate to the Murg, giving a shorter footpath to *Der Klingel*, or White Chapel.

Behind Weissenbach, the churchyard of which peers down upon you from a shady hill, the road rises higher and higher, along over rocks with steep precipices, and the roaring river soon lost amidst wild cliffs through which it has burst its way. The valley grows wilder and more picturesque the nearer we approach to Langenbrand. From here a short league takes us to Gernsbach, presenting all the appearance of a Swiss village. Here the road is enclosed by mountains on the left, touching on the right a chasm into which the Murg thunders its furious waters, maddened by the huge blocks of granite impeding its current. We soon arrive at the last village belonging to Baden,

Forbach (*Inns:* Grünerhof; Krone).—Here all the beauties of the Murg pass from before us. Forbach, which is 12 miles from Baden, terminates the day's excursion for parties intending to return to Baden. But it may be well to observe, that for those whose time does not hasten them on, the valley of the Murg is the door to the other magnificent valleys of the Black Forest.

A few miles beyond Forbach the Rauenmünzach rushes down, over broken rocks into the Murg. At its extreme end the Murg loses all interest, but from the post station, Schönmünzach, the Hornisgrinde and the Mummelsee may be visited. For these and other excursions, see *Bradshaw's Hand-Book to Germany*.

ROUTE 30.

Baden to Strassburg.

Baden, see Route 29. From the junction at **Oos** (see page 158) the line skirts the Black Forest range, running along the level valley of the Rhine to

Appenweier (Station), on the Great Baden Railway, whence a line branches off to the right to Kehl, before arriving at which we pass

Kork (Station). The line traverses the marshy district of the river Kinzig, which here joins the Rhine.

Kehl (Station).—Population, 2,559.

Hotels: Weisses Lamm; Salm; Blume.

A small village, once a French fortress, situated on the bank of the Rhine, where it is joined by the Kinzig and Schutter. It was burned and razed on many occasions, having been originally erected in 1688 by the French as a sort of outwork defence of Strassburg. The town was partly ruined in 1870, during the siege of Strassburg.

The rail passes on to Strassburg, 2 miles distant, by a viaduct over the river. The blowing up of a portion of this viaduct by the Germans was one of the first acts in the war—which ended so disastrously for France, and made the Rhine an almost entirely German river.

Between Strassburg and Kehl is a large island, the Sporen-Insel, which here divides the Rhine into two arms; on the left a bridge of boats connects the mainland with the island. Kehl is 2 miles distant from Strassburg, which is reached in a quarter of an hour.

Strassburg, see Route 28.

ROUTE 31.

Offenburg to Constance, through the Black Forest, by Schaffhausen, the Kinzigthal, and Donaueschingen.

Distance from Offenburg to Schaffhausen, 102 English miles, and thence to Constance, 30 English miles. Black Forest line, Offenburg to Singen, 93 miles.

Offenburg (Station), on the Frankfort and Bâle line (see Route 28). *Hotels:* Railway; Fortuna; Schwarzer Adler; Rheinischerhof. Population, 7,759. Here the people have erected a memorial statue to "Sir Francis Drake," as the supposed introducer of the potato into Europe. Starting on our route we proceed to the charming valley of the Kinzigthal, and pass Ortenberg, with the picturesque ruins of an old castle. Here grows the most excellent red wine in the Grand Duchy of Baden.

Gengenbach (Station)—*Inns:* Adler; Sonne. Once an imperial town, with a late Abbey of Benedictines, now secularised. From Offenburg to this place the valley offers a great many beautiful views on either bank of the Kinzig. The town has 2,540 inhabitants, and its most remarkable buildings are the Cloister, the Guild Hall, the Merchants' Hall, the New Hospital, and the Church of St. Mark. The Church of the Cloister is a beautiful one. Behind Gengenbach, the valley gradually narrows, but begins to present a more picturesque appearance—the mountains clothed in deep verdure, drawing closer at every step, enclose the charming meadow ground watered by the Kinzig, and forming the valley.

Bieberach-Zell (Station)—*Inns:* Krone; Sonne—on the left bank of the river, close to Hausach. A lateral valley from here takes the tourist to Zell, on the Harmersbach, remarkable for its porcelain manufactory. Further up in the valley we come to

Haslach (Station)—*Inns:* Furstenberg'scher Hof; Kreuz. Formerly the residence of the members of the house of Fürstenberg, to which Haslach and the neighbouring Hausach belong.

Hausach (Station).—*Hotels*: Bahnhof; Hirsch; Krone; Engel.—Should the traveller here follow the road (instead of the rail) as more interesting, it will lead him to the romantic valley of Schapbach, at the extremity of which are the baths of *Rippoldsau*, lying at the foot of the Kniebis. The small town of Wolfach lies at the opening of that valley. There is a short line from Hausach to **Wolfach** (good hotel and bathhouse here, often full in the season), thence to **Schiltach** whence there is a line to Freudenstadt and Eutingen. The *Kniebis* may be ascended from Rippoldsau.

Hornberg (Station)—*Inns:* Post; Bär; Rossle; Schlosshold—with 2,094 inhabitants. The town of Hornberg formerly belonged to Württemberg, but is now under the sway of Baden. It lies in a narrow ravine, 1,290 feet above sea, under a height surmounted by an old castle. Here the hill country of the Black Forest and the finest part of its scenery begin, among deep glens and pine woods, now traversed by the **Black Forest Rail** made by Herr Gerwig, the engineer of the St. Gothard line. About 3,500 men were employed on the works across the plateau of the Sommerau or water-shed of the Rhine and Danube, 2,780 feet above sea; and thirty-eight tunnels have been made, of a total length of 30,000 feet, the longest one being 5,600 feet. A fine view of the line may be had by walking from Hornberg to Triberg.

The road leads up the valley of the Gutach, winding in immense curves until it suddenly carries you to the entrance of the little town of

Triberg (Station)—*Hotels:* Schwarzwald, close to the Waterfall, is an excellent first-class establishment, managed by the proprietor and deservedly recommended. Omnibus to hotel, 60pf. *English Divine Service* in this hotel. Hotel and Pension Bellevue, well situated, opposite the Schwarzwald Hotel and near the Waterfalls; garden. Hotel Wehrle (Hotel Z. Ochsen), well situated, not far from the Waterfalls. Löwe; Sonne, &c. — Romantically situated off the high road, and hemmed in by lofty precipices. Triberg is the principal market for the clocks of the Black Forest, and for the yellow-coloured straw hats worn by the peasantry. Over 200,000 of these clocks are yearly exported, under the name of Dutch clocks, to the various countries of Europe, and to America and China. The *Waterfall* will attract attention as the finest in Western Europe. It is formed by mountain brooks which unite, and from one of the precipices

overhanging the town pour their waters 430ft. down into the chasm below in seven successive cascades. The mountains are partly covered with dark fir trees, and every object has an Alpine appearance. Other great attractions at Triberg are the singular costumes of the peasantry, and their peculiar dwellings with stables underneath.

Sommerau (Station), the summit one on the line, towards which it ascends like a corkscrew. Many travellers get out here, and return on foot, diverging here and there.

St. Georgen—*Inns:* Adler; Hirsch.—The only object worth notice is the old Benedictine Abbey, burnt by the Duke of Würtemberg, because the monks professed the Lutheran doctrine, but another was soon erected, and the ruins of the old one preserved. From here the road inclines to a descent until we reach rail again at

Villingen (Station)—*Inns:* Blume; Lilie; Falke; Bär; Deutcher Kaiser.—A small town. Population, 6,140. Here lives Christian Martin, the celebrated clockmaker, whose last production, completed in 1887, is said to excel even the elaborate marvel of Strasburg Cathedral, and the wonderful processional clock of the Tower at Berne. Near Schweningen, 4 miles east of this place, is the source of the Neckar. We are now in a country that can fairly be called cascade land, so plentifully does it abound in fountains and waterfalls; the reservoirs of the Black Forest feed the two principal rivers in Europe, the Rhine and Danube. The two extremities of a Continent receive the melted snow-flakes of its ridges, and in many instances the water-drip of one side of its houses finds its way to the German Ocean, and of the other to the Black Sea.

Branch line from Villingen to Rottweil on the line from Stuttgart to Schaffhausen.

Donaueschingen (Station)—*Inns:* Schütze; Falke.—The capital of the principality of Baar, once the property of the Prince of Fürstenberg, a mediatised prince, whose Palace is the principal building of the town, which contains 3,518 inhabitants. Collections of pictures, minerals, arms, books (80,000 volumes), prints, &c., at the new *Karlsbau*. In the garden of the palace is the *Source of the Danube*, a circular basin of clear sparkling [illegible] conducted through a channel under ground for about fifty yards into the Brigach, from this spot called the Danube. Though the two upper streams, the Brege and the Brigach, are long, yet they are not known as the Danube until after this junction, and but for the stream of the castle garden, they would, despite the length of their course, possibly be liable to be exhausted; the claim of this basin to be called the source of the Danube is, however, somewhat obscure.

The country for miles around Donaueschingen is moist and marshy, the seat of innumerable springs, all flowing to the Danube. At Hülfingen, about a mile from this place, the road crosses the Brege, which, a mile further down, is joined by the Brigach, and the united streams form the Danube.

Hence to Constance by rail, winding round by **Geisingen (Station)**, **Immendigen (Station)**, where a line goes off to **Tuttlingen, Rottweil,** and **Stuttgart,** and another to **Waldshut,** and **Engen (Station)**—remarkable as the spot whence the Austrians were defeated by Moreau in 18 0, both sides losing 7,000 men. The height of Hohenhöwen, an extinct volcano, was occupied by the Austrians, who were driven from it by the French. At **Singen (Station)** the line to Schaffhausen (12¼ miles) parts off.

From Donaueschingen, the direct road to Schaffhausen leads through a bare and open country, in the midst of which we see to the left the ruined castle of Fürstenberg. We pass the small village of Riedböhringen and Blumberg, a miserable post house. The ascent and descent of the Rande, a very steep hill, occupies this stage. A magnificent view can be enjoyed from the summit of the hill, the spot near the wooden cross. On the left we see the mountains and extinct volcanoes known as the Hohenstoffeln, Hohenkrähe, and Hohentwiel, and in the same direction the lake of Constance unfolds its charms to the eyes, whilst the towers of Constance and the snow-capped hills of Switzerland add beautifully to the background of the picture. Midway down is the Custom House of the Baden frontier. Just beyond, the road enters Switzerland, and passes through a valley to

Schaffhausen (Station).—Population, 12,402.

Hotels:—In the town—Krone; Rheinischer Hof; Müller's Hotel; Riese; Post; Schwan; Tanne; Railway Rest.

At the Fall, near **Neuhausen (Station)**—Hotel Schweizerhof, first-class, highly recommended; Hotel du Château de Laufen; Belle Vue; Rheinfall.

Steamers daily to Constance.

For the Falls of the Rhine, &c., see *Bradshaw's Hand-Book to Switzerland.*

The rail to Constance which crosses the Baden frontier repasses

Singen (Station.)—*Inns:* Krone; Ekkerhard. Here we pass the Hohentwiel, formerly a famous old castle, and later a mountain fortress of the late Dukes of Württemberg, which, however, is now dismantled and standing in ruins on a lofty rock.

Radolfzell (Station)—*Inns:* Schiff; Sonne—where the line from Ulm comes in. The town is situated at the end of the extreme branch of the lake of Constance, known as the "Unter See," and has walls and gates. It contains a very fine old Church, in the German Gothic style.

Petershausen—situated on the right bank of the Rhine, which here from a lake becomes a river, was under the Empire a free abbey. Crossing the Rhine near a wooden bridge we reach

CONSTANCE (Station), the German **Constanz**, in Baden territory.—*Inns:*

Insel Hotel, on the Lake; formerly a Convent.

Hotel Halm; Badischer Hof; Hecht; Krone; Schiff; Falke.

It is situated at the north-west extremity of the Rodensee, or Lake of Constance, on the left bank of the river, on the site of the Roman *Constantia* of the commencement of the fourth century. It was considerably improved after the middle of the sixth century; and flourished as a free imperial town in its trade and manufactures throughout the middle ages. It is dull and monotonous, but the deep interest attached to its historical traditions cannot fail to make it an agreeable sojourn of a day or two. It formerly contained 40,000 inhabitants, but has, at the present time, a population of not more than 15,000. It has, however, begun to improve lately, and the government have formed a port on the lake, which, whilst adorning the town, is also useful for the purposes of extending and promoting prosperity and trade in all the departments of their industrial pursuits and energies. It has been formed at considerable cost.

The *Minster* is a Gothic structure erected in 1052, re-built in its present form early in the 16th century, except the sixteen columns that support the nave, each hewn out of a single block, 18 feet high, which date from the 13th century. The platform of the steeple affords a delightful and extensive view of the distant shores of Suabia and the Vorarlberg, behind which are seen on one side the mountains and the seven hills of Graubünden, and on the other the chain of the Appenzell. Circular arches in the Romanesque style flank the nave, in the centre of which, close to the pulpit, a stone attracts your attention. That is the spot on which the martyred Huss stood when receiving sentence of death by the state from the wretched men who constituted themselves his judges. A remarkable tomb of English brass stands in front of the grand altar. Beneath it lie interred the mortal remains of Robert Hallam, Bishop of Salisbury, who attended the council with a deputation from the English church. He is represented as wearing the order of the Garter.

The stalls of the choir will deeply interest the visitor, who cannot fail to be delighted with the exquisite carvings ornamenting them. The Death of the Virgin, represented by life-like figures, in the north transept, is worth inspection, as also the beautiful tracery work of the still existing sides of the ancient cloisters. A circus-like building is seen in one of their angles, and in its centre a round room, in the Gothic style, containing a number of curiously devised scriptural figures. It is used for the commemoration services of the Passion, on Good Friday. In the sacristy are some very curious relics, Brabant lace, and a beautiful mantel-piece. The cupboards or presses in the upper vestry-room will attract notice.

The *Dominican Convent*, now the Insel Hotel, stands upon a little island, once a Roman fortification. In it is shown the spot where stood Huss's dungeon, now removed to the Kaufhaus. The church, chapter house and cloisters form very picturesque ruins.

The *Hall of the Kaufhaus* will be ever memorable as the place within whose portals was held the famous *Council of Constance*, in 1414-18, consisting of thirty princes and cardinals, four patriarchs, 20 archbishops, 150 bishops, 200 doctors of divinity

and a host of other secular and clerical dignitaries. The readers of history are familiar with the acts of this council, which deposed the infamous John XXIII. and Benedict XIII., electing Martin V. instead. No time can ever obliterate, nor blot out its infamy and horrible cruelty in sending to the stake Jerome of Prague and John Huss. Their unprincipled and treacherous seizure and barbarous murder will ever remain as incentives to execrate and detest the memories and principles of the civil and ecclesiastical monsters who sent them to the faggot, and condemned them to torture.

The curiosities of the Hall are the chairs in which sat the emperor and pope, Huss's Bible, a model of his dungeon, the car on which he was drawn to execution, the figure of Abraham, that supported the pulpit in the minster, and other relics of the council. Council Chamber, 20pf.; Indian and Chinese Curiosities, 40pf.

The house in which Huss had apartments is seen in the Paul's Strasse, near the Schnetzthor. It has affixed to it a memorial tablet, with effigy. He was imprisoned first in the Franciscan Convent, but was soon conveyed to the stone dungeon in the Dominican convent. In the suburb of Brühl, outside the town, is the field in which he suffered death with heroic fortitude. The spot is shown where the stake was placed, and earthen images of Huss and Jerome are offered for sale.

In the *Rosgarten Museum* is a fine collection of local antiquities, prehistoric remains from the lake dwellings, and natural history; admission, 40pf.

In Constance was negotiated the treaty of peace between the Swiss confederation and Sigismund of Austria, and signed at Aarberg, in July, 1415. The house behind the Hotel *Hecht*, with the beautiful Gothic window, is that where the emperor lodged. The treaty of Pressburg, in 1815, transferred Constance from Austria to Baden, and since 1802 it has ceased to be an Episcopal see.

The navigation of **Lake Constance** is accomplished by seven or eight steamers, which keep up a communication several times a day with the principal places upon its banks. The traffic upon this lake has received a considerable impetus from the formation of a port at **Friedrichshafen**, the southern terminus of the Württemberg railway; and by the completion of the Bavarian railway to Lindau, by which it is brought into communication with Munich and the rest of Germany.

The northern banks of the lake are flat; but the southern side presents a series of picturesque views, having the mountains of Appenzell and St. Gall, together with those of the Tyrol, in the background.

Excursions can be made from here to Reichenau, situated in the broad part of the Rhine, and famed for its monastery, founded by Charlemagne; and to Mainau, 4 miles north, famous as being once the seat of the commandery of the knights of the Teutonic order. It is approached by a wooden footbridge, which connects it with the shore. From the terrace of the garden surrounding the house in which the commandery dwelt, some delightful views may be had.

Steamers to all the ports of the lake—Rorschach, Friedrichshafen, Lindau, Bregenz, &c., on the lines to Germany, Tyrol, and East Switzerland.

ROUTE 32.

Freiburg to Schaffhausen. By the Höllenthal.

Distance, 57 English miles. Eilwagen daily—direct in eleven hours. There is now a railway (21¼ miles), up the Höllenthal, the stations being Himmelreich, Hirschsprung, Höllsteig, Titisee (Leuzkirch), and Neustadt.

The *road* at first passes through the *Dreisamthal*—which presents the appearance, at its opening, of a flat and fertile plain, enclosed amid sloping and sylvan hills—to the *Himmelreich* (Kingdom of Heaven). Nearing the ascent, its original width becomes slowly contracted; and at the imposing *Höllenthal* (*i.e.*, Valley of Hell), assumes a magnificently beautiful aspect of romantic grandeur. Its woods, rich in foliage, cover the steep sides, from which project sharpened fragments of rock, rugged and naked, having running at their base the Dreisam. The scenery here will impress the mind of the tourist as partaking of a majestic wildness, blended with picturesque beauty; the *Hirschsprung* and near *Oberhöllsteig* are the spots most remarkable for the exhibition of this wild and rugged grandeur.

Before reaching the Himmelreich we pass

Burg, remarkable from the fact that, in 1796, Moreau here accomplished a retreat with his army. Ninety-four years previous to this, Marshal Villars was deterred from attempting this pass, saying that he was not dare-devil enough. After passing the Hirschsprung we come to the Stern Inn, a diligence station, and ascend the Höllensteig to

Steig, or Oberhöllisteig, where, at the Weisses Rössle, is good accommodation, on reasonable terms. Here a steep slope of the road leads the tourist out of the Höllenthal. From here, in good weather and with a guide, up the *Feldberg*, 4,900 feet. The **Titi See,** with a good hotel (adapted for a lengthened stay), close by, should also be visited. Passing **Lenzkirch** and Bonndorf (19 miles from which is the magnificent Benedictine Abbey of St. Blaize), we arrive at the top of the ascent, from whence may be had a magnificent view of the Lake of Constance. Close by is the castle of Hohenlupfen; and a little further on, after passing Stühlingen, we cross a stream, and journeying on a distance of 11¼ miles arrive at

Schaffhausen and its Falls. See *Bradshaw's Hand-Book to Switzerland.* We now enter Switzerland, famous for her mountain strongholds.

> The palaces of nature, whose vast walls,
> Have pinnacled in clouds their snowy scalp
> And throned Eternity in icy halls
> Of cold sublimity, where forms and falls
> The avalanche—the thunderbolt of snow!
> All that expands the spirit, yet appals,
> Gathers around the summit as to show
> How earth may soar to heaven, yet leave vain man below.

[Freiburg to Schaffhausen, a pleasant two days' journey on foot.—*R. S. C.*]

ROUTES IN THE CEDED DISTRICTS OF LORRAINE AND ALSACE.

(Called **Lothringen** and **Elsass,** in German; on the west bank of the Rhine, now annexed to Germany.)

The districts ceded under the Franco-German treaty, ratified 2nd March, 1871, include the departments of Haut and Bas-Rhin, comprising Alsace, Moselle, or East Lorraine, and part of Meurthe, with a total population, in 1886, of 1,564,000, and an area of 6,250 English square miles. The new boundary takes in Metz, Thionville, Strassburg (the capital of the new German province), Colmar, Muhlhausen; and nearly follows the course of the Seille and the crest of the Vosges mountains.

ROUTE 33.

From Avricourt to Strassburg.

(Paris and Strassburg Railway.)

For the first part of this line up to Emberménil, near the German frontier, *see Bradshaw's Hand-book to France.*

Avricourt (Station), near the head of the Vezouze, under the Vosges range, has a ruined castle, and gave birth to *Regnier*, Duke of Massa. French Douane. Then **Deutsch-Avricourt;** German Douane. Through a forest, to

Hemingen (Station) — 8¾ miles — where the northern road from Nancy falls in.

Saarburg—5 miles—(De l'Abondance), a town of 2,600 souls, and military post on the Saar, in German Lorraine, in a pass of the Vosges, divided into Upper and Lower Town. In the former German is spoken, in the latter, French. It belonged to the Archbishops of Metz and Dukes of Lorraine, came to France 1661, and back to Germany 1871. Most of it was rebuilt after the fire of 1461. It was the *Pons Sarave* of Roman geographers, and coins have been found. The Leuk here joins the Saar, and forms a cascade. Rail to Metz, 54 miles (page 175), Saargemünd, &c.

The rail now traverses the Vosges mountains by a series of *tunnels*, the first of which is Hommartingen, about 1¾ mile, the greatest work of the kind on the line. It enters the mountains to the left of the Marne and Rhine Canal, on a level with it, but comes out to the right of it, and 39 feet lower, having passed by an incline under the canal. It then crosses the rocky gorge of the Zorn (which the canal passes on an aqueduct) to a second tunnel of 804 feet.

Lützelburg (Station)—10¾ miles. *Hotels:* Zur Eisenbahn; Storch—with a ruined castle, near the summit of the Vosges. Short rail (3½ miles) to Pfalzbourg.

[PFALZBURG or PHALSBOURG (4 miles north-north-east), a fortification on a rock, where English prisoners were kept in the war. The

citadel, built by Vauban to command a pass of the Vosges, capitulated to the Germans 12th December, 1870. The fortifications were demolished in 1872. It was called Einartyhausen, before 1570, when the Prince Palatine of Velden rebuilt it under its modern name; it came afterwards to the house of Lorraine. Part of the palace is seen; besides a Town Hall of the time of Louis XIV., &c.

Marshal Lobau, General Gérard, &c., were born here. Excellent *noyau* is made. Population, 4,900.

M. Erckmann, with M. Chatrian, joint authors of the *Conscript*, *Waterloo*, *The Plébiscite*, *&c.*, were both born here.]

Four more tunnels succeed, respectively 1,417, 1,296, 1,640, and 1,009 feet in length. You catch glimpses of various feudal towers and ruined castles crowning the tops of the mountain ranges, among which the Hohe Barr and Gross Geroldseck are the most picturesque.

Zabern or **Saverne (Station)**—5½ miles—down the east slope of the Vosges (towards the Rhine), in a charming spot on the Zorn, is a town in Alsace (late department Bas-Rhin), having 6,936 souls, and belonged to the bishops of Strassburg, whose old castle here is now a barrack. The church has a high square tower. Copper goods are made. Museum of local antiquities.

Hotels: Ambruster; Sonne; Zum Münchener Kindl; Karpfen.

It is said to have taken its name from the old *tabernæ*, or resting-places, distributed through the valley. The hill at the top of the spiral road above the town commands a fine prospect of Alsace and Strassburg Minster. From here a rail, in connection with the Great Luxemburg, is open through Alsace, to Mutzig (branches to Strassburg and Rottau), Schlettstadt (branch to St. Marie-aux Mines, or Markirch), Colmar (branches to Freiburg and Munster), Mühlhausen, and Bâle, about 100 miles.

[At 5 miles on the Schlettstadt rail is MAURSMUNSTER, with an *Abbey church* of the 10th century.]

Steinburg (Station)—3¾ miles—on the Zorn. Branch rail of 8 miles to **Buchsweiler** (short line to **Ingweiler**), **Pfaffenhofen**, and **Hagenau** (page 179), past **Neuweiler**, which has two good churches.

Past **Dettweiler**, lower down the Zorn, to **Hochfelden (Station)**—7¾ miles.

Pass **Mommenheim**—3¾ miles—on the plain of Alsace, to

Brumath (Station)—6 miles—where the rail turns off from the Zorn. It is the ancient *Brocomagus*, and is near the foundling hospital of Stephansfelden, founded 1220. Here the Austrians were defeated, 1793.

Vendenheim (Station)—4¼ miles—where the *Branch line* to Weissenburg turns off. About 5¾ miles further is

STRASSBURG (Station), 312¼ miles from Paris. See Route 27.

ROUTE 34.

Strassburg to Mühlhausen, Basle, &c.

Up the Rhine by railway. Distance, 141 kil. or 89 miles; 3 to 5½ hours. Terminus, near Porte de Saverne.

The railway passes up the valley of the Ill, which receives innumerable streams from the Vosges mountains to the west. The new outworks of the fortifications of Strassburg (to the right—Forts Bismarck and Kronprinz von Sachsen; to the left—Forts von Werder and von der Tann) form very conspicuous objects.

Geispolsheim (Station)—7 miles—on the Eger, once a fortress. Population, 2,230. *Dachstein*, 12 kil. off, on the Ill, was a fortress taken by Turenne, 1674. Further off are Molsheim and Mutzig, where they manufacture ribbons, fire-arms, &c. See page 179.

Fegersheim (Station)—1¾ miles—near the Ill and Andlau. *Rosheim* (15 kil. west), in a pretty position on the Magel, is a walled town of 4,000 souls.

Limersheim (Station), 2½ miles.

Erstein (Station)—2½ miles—*Inn:* Löwe—was a fortress in the stormy times of the Empire, like most other places in this frontier land. Population, 4,378. Coach to *Obernai* (on the Schlettstadt rail), which lies on the Andlau, above Niedernay, and is ill built, with a population of 4,500 souls, who make calicoes, &c. It has an old château, and a Gothic tower, called Kappelen Thurm. Further up the Vosges you come to the Hochfeld and

Odilienberg, near the Waldersbach, the scene of Oberlin's labours. *Odilienberg* is a favourite pilgrim's chapel, founded by St. Odile, daughter of a duke of Alsace, on a height which commands a view almost to Basle. There are several fine ruins about it, as the *Castles* of Rathsamhausen, Landsberg, and Andlau, and Truttenhausen convent.

Matzenheim (Station)—3 miles—on the Ill.

Benfeld (Station)—2¼ miles—also on the Ill, in the centre of the tobacco cultivation, and a small place of 2,544 souls, as old as the seventh century, but dismantled after the treaty of Münster. Coach to *Barr* (11 kil. west-north-west), a Protestant town of 4,600 population, in a delightful hollow, under the Kirchberg, Hohenburg, Monkalb, and other heights. The old castle is replaced by a Town Hall, built 1640. Woollen mittens and socks are made. *Andlau* (south-west of Barr), among vine-covered hills, is another pretty spot, near Hohen-Andlau *Castle*, a conspicuous ruin, on a hill, once the seat of a very old Alsatian family. Here was an abbey, founded by the wife of the Emperor Charles the Fat.

Kogenheim (Station)—3¼ miles—on the Ill. "Heim," in these names is literally "home."

Ebersheim (Station)—2 miles—has a *buffet*, and a conveyance to Dambach, near Bernstein castle. Towards the Rhine are the three slender towers of *Ebermünster* church, whose abbey was founded in the seventh century. It has some very old frescoes and wood carving.

Schlettstadt (Station)—4¾ miles—on the Ill, a town of 9,172 population, and an old free city of the Empire, called *Electus*, by the Romans; rebuilt 1216, taken by Louis XIV., 1673, and fortified by Vauban. It capitulated to the Germans 24th October, 1870. The chief buildings are St. George's Gothic *Church* of the fourteenth century, with a square tower, 187 feet high; the Recollets' church; public library, with some early printed books; the college at the old commandery of Malta, near the *Round Church* of St. Foi, built 1091, by a crusader, on the plan of the Holy Sepulchre; the arsenal; the old fausse porte or *belfry tower*, in the Gothic style; new corn market and tobacco factory. Martin Bucer (or Kulborn), was a native The Giessen passes by on the north, from the Vosges mountains, which are in view. Manufactures of pottery (enamelled pottery was invented here in the twelfth century), metallic gauze, iron and copper, &c., are carried on.

Hotels: Adler; Bock; Goldnes Lamm.

[Branch rail to **Markirch** or **St. Marie-aux-Mines (Station)**, once noted for its silver works; thence to St. Dié, Epinal, Nancy, &c. Orschwiller (6 kil. west north-west) is in the neighbourhood of the Ramstein and Ortenberg towers, of Kirtzheim and its *Castle*, and under the fine old *Castle of Hohen Königsburg*, which the Swedes destroyed after they took this town, in the Thirty Years' War, 1632. It was built by the Frankish kings, and became an imperial fief, being held by knights, half robbers and half tyrants.]

Rail to Molsheim and Zabern (page 172).

St. Pilt (Station)—3¾ miles—is the nearest station for Königsburg castle, and also *Frankenburg*, another picturesque ruin, burnt 1582. It belonged to the bishops of Strassburg.

Rappoltsweiler (Station) — 2¼ miles—or *Ribeauville* (*Hotels:* Lamm; de Nancy), among vineyards, under the heights covered by the old *Castles* of Rappoltstein, Girsberg, and St. Ulrich. St. Gregoire's church has several ancient tombs; the Town Hall is good. Population, 5,904. In the neighbourhood are remains of the chapel, Notre Dame of Dusenbach, and a famous cyclopean *wall* (on the sides of the Vosges), called the *Heidenmauer*, or Heathen's wall. The vast blocks of which it was composed are traced for 5 or 6 miles. Near Baroche, to the south, is Hohenach *Castle*, the tower of which commands one of the most beautiful views in this interesting country.

[At 18 kil. east-south-east, is

Marcholsheim, near the Rhine, with bleach-ground and tobacco factories. Population, 2,600.]

Ostheim (Station), 2 miles. Population, 1,700.

[At Reichenweier (7 miles west), among vineyards, on the Sempach, is the old castle of Reichenstein, dismantled 1209. A little south of it, on the Weiss, is the old imperial *Castle of Kaisersberg*, built in the thirteenth century, by Fredk. Barbarossa, whose statue is in the village. The ruins of Alspach Abbey are near this; and higher up the

stream are the fine ruins of Hohenlandsberg, and Plixburg.]

Bennweier (Station), 2¼ miles. Coaches to Tigolsheim, Kintzheim, Kaisersberg, Orbey, La Poutroye. Orbey is under a mountain, on which are the White and Black Lakes; each about 3 miles in circuit. White Lake, shut in by granite walls, is the source of the Weiss. Hereabouts is the highest part of the Vosges chain.

At 2½ miles further is

COLMAR (Station).

A *buffet*. 39¼ miles from Strassburg; 46½ from Basle.

Hotels: Des Deux Clefs; Schwarzes Lamm; Von Briesen.

Population, 30,399. Chief town of late department Haut-Rhin, in a fine plain half-way between the Vosges and the river Rhine, or the river Lauch, 1½ mile from the Ill. It is not far from the site of the Roman *Argentovaria*; it was an imperial free city, given up to France by the treaty of Westphalia, 1648, when the fortifications were razed; and is now re-annexed to Germany. There are three gates, many narrow streets and old houses; good walks on the Champ de Mars, where a Fountain was erected, 1857, to Admiral Bruat, and the cemetery of Horburg (2 kil. off). It is watered by the branches of the river and the canals of the Fecht.

The *Minster*, built 1363, is a large Gothic building with a tower about 300 (?) feet high, and an altar-piece on wood, by Schöngauer. Its tower commands a view of above 800 places in Alsace and Baden, &c. The Jesuit church was built 1750; the fine nave of the Dominican church contains a Museum of Pictures, with the Monument of Schongauer, the artist; the Library contains 40,000 vols., besides rare MSS.; the old Protestant church is a store-house.

Other objects of notice are the ancient Town House, now the Governor's house, in which is to be seen the head (as well as the sword which cut it off) of Hagenbach, Charles the Bold's governor, who figures in "Anne of Geierstein;" the Hospital; Monument to Marshal Rapp; the vast Prison; large cavalry Barracks; and public slaughter-house.

In the neighbourhood are the large factories of MM. Hauseman, Hersog, &c.

Colmar has large manufactures of cotton, linens, ribbons, powder, &c.; and a trade in wine, grain, &c. Conveyances by branch rails to Münster (as above), to Breisach, thence to Freiburg and the Black Forest, &c. A road and rail lead down to a disused custom-house and ferry on the Rhine, near Fort Mortier, and the citadel of *Neu Breisach*, built by Vauban, on the Rhine canal, and taken by the Germans 10th November, 1870.

From Colmar, rail through **Türkheim** (once an imperial fief, now noted for its red wines, where Turenne gained a victory over the Imperialists, 1675, with the assistance of English troops, lent by Charles II.), **Münster** (in a busy valley, where are large cotton factories, near the castle of Schwarzenburg. Generals Rapp and Rewbel, the latter one of the Directory, were natives of Münster. It had an abbey, the last head of which embraced Protestantism in 1536), and Luttenbach, to **Metzeral**, in the Gross-Thal.

From Colmar, on the way to Bâle, you pass

Egisheim (Station)—5¼ miles—which has a strong six-sided tower left of an ancient Castle, the birth-place of Leo IX. Population, 2,130 Here also are the Drei Exen, or three towers of another Castle, which belonged to the imperial house.

Herlisheim (Station), 1¼ mile. A modern château on the site of the old castle—once a nest of robbers. The ancient *church* of Geberschweier is seen beyond this station. It has a Norman tower with pent-house roof.

Rufach (Station)—4 miles (Bär)—on the Lauch, with an old Gothic church and remains of Isenbourg castle, a seat of the Merovingian kings. Marshal Lefebvre was born here. At Judenfeld many Jews were executed; and they say that no Jew will live there to this day. Population, 3,630. Coach to Soultzmatt.

Merxheim (Station)—3 miles—to the south-west of which is the Gebweiler Belchen, or *Ballon de Gebweiler*, the highest of the Vosges range (4,700 feet above the level of the sea).

Bollweiler (Station)—4½ miles—in a wine district. *Branch Rail* to **Gebweiler**, through **Obersulz** (population, 4,511, and a handsome spire church), and **Lautenbach**, on the Lauch. Gebweiler has (near some abbey ruins) a fine Norman *church* with three spires. Here the ascent to the *Ballon*, or *Grosse Belchen*, may be made (view over part of Switzerland), descending to the interesting valley of *St. Amarin* (see below), and to a way to Thann.

Wittelsheim (Station), 8½ miles.

Lutterbach (Station)—4½ miles—where the branch to Thann and Wesserling turns off, as below.

Dornach (Station), 1 mile. Here is the large factory of Dollfus & Co. Population, 6,000.

MÜLHAUSEN or MULHOUSE (Station), 69 miles from Strassburg, 304 from Paris (*via* the new route through Belfort, Troyes, &c.). There is a *buffet* at the station.

Hotels: Central; Wagner; Nord; de Rome; des Etrangers.

A town of 76,968 souls, and a great seat of *manufactures*, such as cotton prints, turkey red, woollens, worsteds, muslins, yarn, silk, steam engines, spinning machines, locomotives, &c. It was an imperial city from 1268 till 1515, when it became a Swiss republic; was joined to France, 1798, and is now annexed to Germany. It stands partly on an island of the Ill, and on the Rhine and Rhône canal, and is generally well built, with some old houses. The new quarter was begun 1828. There are a Rathhaus, the oldest public building; college; hospital; cabinets of natural history, and library at the Société Industrielle; and many factories, one of the largest and oldest being that of Köchlin Brothers. Here are many hundred Workmen's Model Dwellings on a good plan, with a garden to each. Railways to Belfort 30 miles, and to Neuenburg and Müllheim 14 miles.

[**Ottmarsheim** (15 kil.), near Müllheim Rail, on the Rhine, has a remarkable *Church*, eight-sided, and believed to be part of a Lombard Basilica.]

Rixheim (Station)—3 miles—which has large manufactures of paper hangings. Population, 3,118.

Sierentz (Station), 7¼ miles.

Bartenheim (Station), 1¼ miles.

St. Ludwig, or **Louis (Station)**—5 miles—on the *Swiss Frontier*, where baggage is searched.

[A loop line to **Bâle**, *via* **Leopoldshöhe**, goes past **Huningen (Station)**, on the Rhine; which had, on a rock, one of Vauban's fortresses before 1815, when it was taken by the Austrians. It contains a good church, barracks, and an institution for pisciculture, worth visiting. Population, 1,695.]

At 2 miles further is

BASLE (Station), in SWITZERLAND (see *Bradshaw's Hand-Book to Switzerland*).

From **Lutterbach** (above), a Branch Rail of 17 miles goes off past

Cernay (4½ miles), a pretty spot (population, 4,000), near the sterile tract of Ochsenfeld, to

Thann (Station)—3¾ miles—*Hotels:* Kaiser; Zwei Schüssel. A town of 7,464 cotton printers, &c., on the Thur, at the entrance of St. Amarin valley, with remains of Engelburg Castle on a hill. It contains several ancient houses, and St. Thibault's fine *Church*, with a sculptured west door way, and a steeple 328 feet high, built 1516. Vin de Rang is produced here. **Wesserling (Station)**, a new town, in an interesting neighbourhood, is 9 miles further.

ROUTE 35.

Metz to Forbach and Mannheim.

For the first part of this Route from Nancy, see *Bradshaw's Hand-Book to France.*

METZ (Station),

25 miles from Nancy, 100 miles from Mannheim. POPULATION, 60,194.

Hotels: Grand Hotel de Metz, an excellent hotel, combining comfort with reasonable prices.

Grand Hotel de l'Europe, well situated and moderate.

De Paris, &c.

The *Buffet* at the station, which is half a mile from the town, is good. Omnibuses and other vehicles convey passengers to the hotels.

Chief town of German Lorraine (late department Moselle), a first-class fortress, head-quarters of a military division, seat of a bishopric, &c., in a flattish spot on a bend of the Moselle, where the Seille joins it at the old three-arch

bridge of Pont des Bas Grilles. It was the capital of the *Mediomatrici* in Roman times (whence comes the present name), and of Austrasie under Clovis. Afterwards it was held sometimes by the French and sometimes by the German Emperors; was annexed to France in spite of a long siege by Charles V., in 1522, and strongly *fortified* with works by Vauban and Cormontaigne, including the Double Couronne, and Belle Croix (now Steinmetz) Forts, built 1728-31. One of its nine *Gates*, Porte St. Thiébaut, leads on to the *Esplanade*, near the Citadel, which is laid out with walks and trees, and commands a fine prospect of the river and country. Here are a barrack and a statue of Ney.

In the Franco-German war of 1870-71, Metz made an important figure. The Emperor Napoleon arrived here 28th July, issued a proclamation to his army, and marched to the frontier, where Saarbrück was taken 2nd August, in presence of the Prince Imperial. MacMahon being defeated at Weissenburg and Woerth, the French, under Bazaine, retreated towards Metz and Chalons, pursued by the Germans, who obtained two great victories on the 16th August, at **Mars-la-Tour**, or Vionville, and on 18th, at **Gravelotte**, or **Rezonville**, all places within a few miles of Metz. At Rezonville is a cottage where the Emperor slept at the battle, and which was visited by him, 1879.

Finding it impossible to cut through the German forces, Bazaine retired into Metz, which was completely invested by 23rd August. At St. Barbe and Noisseville, on 31st August, the French for a time drove the Germans back. On 1st September (the day before Sedan), Bazaine was repulsed in a great sortie; and again on the 7th October. Finally he capitulated on the 27th October, when three marshals (Bazaine, Canrobert, and Lebœuf), with thousands of officers, and 173,000 men (20,000 being sick and wounded) laid down their arms and were transported as prisoners to Germany. The German forces entered the town 31st October; and it is now annexed to the Rhine Provinces by treaty of 1st March, 1871. A semicircular connecting line of rail was made by the Germans during the investment; and the eight surrounding *Forts* have been strengthened and multiplied.

Several quays line the rivers, which are crossed by as many as seventeen *Bridges*—as the Pont des Morts, &c., some being very short and old-fashioned, with water-mills upon them. Place Royale, Place de la Comédie, and Place Mazelle, are the best squares. In Rue de la Bibliothèque is the old Church of the Trinity, now the Protestant Temple. Most of the streets are narrow and dirty; the houses are chiefly of stone, two or three storeys high, and some are curiously carved, especially in Place St. Louis.

The noble *Cathedral*, in Place d'Armes, with its flying buttresses, &c., was begun in 1014, by Bishop Thierri, but not finished till 1546. It is pierced with a great number of *windows*—many beautifully stained, by Busch, 1526. Its length is 393 feet; width of nave 51 feet (of the transepts, 46 feet); the two side chapels of the choir are 53 feet by 50; while the Gothic spire, built in 1427, is about as high as the church is long, 387ft., and contains an immense bell, called La Mutte, weighing about 28,600 lbs. The very old *font* is called Cuve de César (Cæsar's Tub). Several councils were held here between 590 and 1280.

The Churches of St. Vincent and St. Eucharius are of old date. That of *St. Martin* offers a variety of styles, from the earliest down to that of the sixteenth century. One of the Knights Templars' Round Churches is in the large *Arsenal*, which contains a stand of arms and a famous bronze culverin, taken at Ehrenbreitstein, 15½ feet long, 17 inches wide at the muzzle; it weighs 28,717 lbs., and the shot is 176¼ lbs. It was once part of St. Arnold's abbey, and has a military library of 10,000 vols., besides charts, maps, and MS. treatises. The *School of Artillery*, now a barrack, is a handsome building, completed in 1852. There are also extensive magazines (that for bedding is the *Abbey* of Clement, built in the sixteenth century by an Italian architect): and a military hospital—the latter an immense building, begun by Louis XV., large enough for 1,800 patients. The Justiz Palast, or Law Court (once the *Hôtel de l'Intendance*, begun, it is said, by a Duke of Suffolk), is an extensive structure, near the Esplanade and the river. The *Museum* contains pictures, coins, and antiquities, and the *Public Library* 30,000 volumes (many of them early printed books) besides 800 MSS. The Town House, a

simple but good building, was finished 1771, from the designs of Blondel. It has some portraits. Other buildings are the Governor's House, the Mint; the college, and priests' seminary, both large edifices; and theatre. The large covered *Market* was begun for the archbishop's palace in 1785. Near the Moyen Pont is part of an old tower, close to the Fontaine des Pucelles.

For a long time Metz has been one of the chief seats of the Jews, who have had a rabbi and a rabbinical school here. The Romans constructed an amphitheatre and a naumachia (for sea fights) here, but the traces are almost gone. An aqueduct went out to the south-west, of which several arches remain at Jouey (5 miles) on the Moselle, as mentioned above. Among its eminent natives are Marshal Fabert, a noble-minded man, whose statue is on Place d'Armes; Generals Kellerman, Custines, and Lallemand; Bouchette, who was war minister under the Convention; Barbé Marbois, one of Napoleon's ministers; La Vaillant, the naturalist; Raspail, the chemist; and Mademoiselle Tastu, the poetess.

Manufactures of leather, cotton, linen, woollen-cloth, muslin, nails, stained papers, &c.; trade in these, and wines, eau-de-vie, excellent beer and comfitures, drugs, spices, &c.

Rail to Verdun and Paris; to Nancy; to Saarburg and Strassburg; to Saarbrück; to Thionville (Diedenhofen), to Luxemburg, and Trèves. Omnibuses to the pretty village of Moulins. In the neighbourhood of Metz are also the rock of Roche-Rudotte, in the valley of Mance; the Château of Montigny-les-Metz; the cascade on the Digue of Wadrineau; with Gravelotte, &c., as above mentioned.

[*Etain* (40 kil. west-north-west), on the Ornes, in the middle of the fertile plain of Voëvre, which belonged to St. Euchaire's Abbey at Trèves, in the seventh century, and was given up to the Duke of Lorraine by the peace of Ryswick, 1697. It has a good Town House. About 18 kil. west-south-west of it is Verdun.]

From Metz, on the railway to Forbach and Saarbrück (towards Frankfort), you pass **Peltre,** which was for a time the head-quarters of the allied powers in 1815, and was ruined 1870.

Courcelles (Station)—8¾ miles—or Courcelles-les-Chaussy, on the Nied. Here the Germans won the battle of *Pange*, 14th August, 1870. Branch of 18 miles to **Teterchen.**

Remilly (Station)—5 miles—has a pinnacled church. Here the line to Saarburg, 40 miles, goes off *viâ* **Mörchingen** and **Nebiogen.** Pass **Herny** to

Falkenberg (Station)– 11¼ miles – or *Falquemont*, in French (Falcon's Hill), was once the head of a marquisate.

St. Avold (Station)—6¼ miles—a pretty little place, population 3,600, under the Bliesberg, once a fortified post of Lorraine; with some mineral springs, and cloth manufactures. The line crosses the Rosselle two or three times, and the neighbouring ravines.

Beningen (Station)—4 miles. Here the rail from Saargemünd, Hagenau, and Strassburg comes in.

Forbach (Station)—5 miles—on the Prussian frontier, with a custom house, and remains of a château fort on Schossberg hill, under which the town is built. Population, 7,839, who make pipes, glass, and hardware. It was occupied by the Germans, 6th August, 1870, after their success at Weissenburg. Rail to Saargemünd, Bitche, Niederbronn, and Hagenau (see page 179).

Saargemünd (Station), or Sarreguemines, a town (population, 10,719) on the Saar, where the line from Saarbrück and Saarburg falls in. It was called Guemonde, and had a Capuchin convent, founded by Duke Leopold, 1621, now turned into a Town House, college, &c. It is noted for tabatières en carton (pasteboard snuff boxes), of which thousands are sold; good pottery is also made.

Hotel: De Paris.

The glass works of St. Louis are near. The line to Saarburg, 33 miles, proceeds *viâ* **Saar-Union (Station)** and **Wolfskirchen (Station).**

At 9 kil. beyond Forbach is

Saarbrücken (Station)—in Prussia—whence there are lines to Mannheim, Heidelberg, Mayence, and Frankfort, and to Trèves. *Hotels:* Rheinhof; Köhl; Korn. Population, 10,453. This place was taken by the French, 2nd August, 1870, in presence of the Emperor and his son, who here received his

"baptism of fire." It was soon recaptured by the Germans. It is worth notice as being the place where the first death occurred after the declaration of war. On 21st July, 1870, a French sentinel fired at a Prussian vedette, but missing him he was shot by the Prussian. See page 121.

ROUTE 36.

Metz to Diedenhofen (thence to Trèves, Luxemburg), Montmédy, Sedan, Mézières.

Distance to Mézières about 177 kil., or 110 miles. To Diedenhofen, or Thionville, by *rail*, 20¼ miles. The line passes various sites which figured in the war of 1870-1.

Metz (Station), on the Nancy and Forbach branch. The line turns round the fortifications, crosses the Mozelle, and reaches

Devant-les-Ponts (Station)—5 miles – in the environs. Then across a plain, with wooded hills on both sides, to

Mézières (Station) - 5¾ miles – on the Moselle.

Hagendingen (Station), 3 miles, from which is a tram road up the pretty valley of the Orne. At

Ueckingen (Station), 3 miles, conveyances should be taken for Hayange and Longwy.

[HAYINGEN (10 kil. west-north-west) is an industrious village, in a pretty spot, on the Feusch, among ironworks and mines. A tramroad leads to it, past the Chandebourg mineral spring.

BRIEY (19 kil. to the west) is a small town on a hill side over the Wagot, a branch of the Orne.]

Diedenhofen, or Thionville (Station), 11 kil., a fortified town of the third class, where Pepin l'Heristal had a seat, which Charlemagne used to visit, in a flat part of the Moselle. After being held by the Spaniards, it was taken by Condé, 1643; the Prussians captured it 1792, and held it again in 1815. It surrendered to the German forces 24th November, 1870. Here are many old houses of the sixteenth century; a Place d'Armes, surrounded by barracks and a manége for cavalry; a large parish church; a corn market; works for steam engines; a college; and botanic gardens. The old covered bridge on the Moselle was rebuilt of stone, 1844. Large distilleries and sugar-works are carried on in the neighbourhood.

Population, 8,111.

HOTELS.—Lefebore; St. Hubert.

Rail to Luxembourg, in Holland; and to Sierck, Saarburg, and Trèves, 42 miles.

[**Sierck (Station),** 11 miles, the last place near the Prussian frontier, at the bottom of the hills, on the Moselle, commanded by an old château, from which there is a good prospect. Further down the river are the lines of *Künsberg*, where Marlborough was stopped by Villars. At 16 miles beyond it is Saarburg, in Prussia; and Trèves is about 20 miles past it.]

For remainder of the Route to the eventful battlefield of **Sedan,** see *Bradshaw's Hand-Book to France.*

ROUTE 37.

Schirmeck and Ban de la Roche to Strassburg.

For the first part of the rail from Epinal, see *Bradshaw's Hand-Book to France.*

Schirmeck (Station), about 23 miles from Raon l'Etape, in the Vosges.

About 8 kil. south, in the

Ban de la Roche, or Valley of Stone (*Steinthal*, in German), which divides the Vosges from the Champ de Fue mountains, are Foudai, Walbach, and Rothau, the scene of the labours of the pious and devoted Pastor, *Oberlin*. Here, in a sterile spot, he taught his people, who were poor and ignorant Lutherans, not only the way to heaven, but how to improve their cottages and gardens, to grow flax, to knit and weave, to establish infant and other schools, till the desert indeed blossomed like the rose; thus furnishing an instructive example of what a wise and earnest country clergyman may do with his flock. It was he who first opened a road across the Bruche to Strassburg. After 59 years' residence he died, in 1826, when 86 years old, and is buried at Foudai. His excellent housekeeper, Louisa Schepler, after obtaining the French prize of virtue, died in 1837, and lies near him.

Between the Steinthal and Schirmeck is the *Champ de Fue*, a plain 3,537 feet above the sea; and close to it the *Odilienberg*, or St. Odilli's mountain, on which are remains of a famous *monastery*, with two little chapels, commanding

a noble view over Alsace (see page 173). Hohenburg camp and castle, and an old paved way are near.]

Mutzig Station (13 miles), in a valley on the Bruche, near Donon mountain (3,315 feet high), has an old country seat of the Strassburg bishops, now used as a powder factory. Population, 2,727. At **Molsheim (Station)**, a little further on, tools are made. Still further you pass **Dachstein (Station)**, through tobacco and flax plantations; and at 13 miles from Molsheim you come to

Strassburg (Station).—See Route 22.

ROUTE 38.

Strassburg to Hagenau, Weissenburg, and Mannheim.

By *rail* 40 miles to Weissenburg.

Strassburg (Station), as in Route 27. Then back to

Vendenheim (Station)—5¼ miles—on the same line, where the Paris Line comes in and the branch turns off to

Hördt (Station), 4¼ miles;

Bischwiller (Station), 6 miles;

Marienthal (Station), 1¼ miles; then

Hagenau (Station)—3 miles—on the Moder, a fortress, first walled round by Frederick Barbarossa, who made it an imperial town. It has two Gothic churches of the twelfth and thirteenth centuries. *Hotels:* Europäischer Hof; Post; Wilder Mann. Population, 14,000. Branch rail through **Niederbronn** to

Bitsch, or **Bitche (Station)**, a strong fort which commands the wooded pass of the Vosges mountains, and stands 1,292 feet above the sea. It was considered almost impregnable. It capitulated at the close of the war. The village below contains a population of 2,850. About 30 kil. to the north is Deux Ponts, or **Zweibrucken (Station)**, in Rhenish Bavaria (see page 138). From **Bitsch** 21 miles by rail to **Saargemünd** (page 177).

Walburg (Station)—5¼ miles—on a branch of the Rhine.

Sulz-unter-dem-Walde (Station)—4¾ miles. The Station for the battlefield of Wörth (below).

Hoffen (Station), 2¼ miles.

Hundsbach (Station), 2¼ miles. Then

Weissenburg (Station)—4¾ miles. *Hotels:* Engel; Schwan; Goldene Rose; Durr's Gasthof. A fortified town (population, 6,025) on the Lauter, under the Geisberg, on the Bavarian frontier; which had an abbey, founded by Dagobert, and came to France by the peace of Ryswick. The Old Church was rebuilt 1288. At St. Jean's Protestant Church a bust of Luther was put up at the third centenary of the Reformation. The lines outside were taken by the Austrians, and retaken by Hoche, 1793.

Here a decisive German victory was gained at the outbreak of the war of 1870-1, the Crown Prince defeating MacMahon, 4th August. General Douay was killed; 4 mitrailleuses and 22 cannon were taken. A little to the south-west is **Wörth**, where the second victory was gained and 4,000 prisoners were taken. At **Fröschweiler** is a handsome new Church, near Durckheim's Castle.

Coach to Lauterburg. By rail to Winden, Landau, and Neustadt (29 miles from Weissenburg), in Rhenish Bavaria; thence to **Mannheim (Station)**.—See Route 27.

Strassburg to Obermodern, Rastatt, and Saargemünd. From Strassburg to Vendenheim (above), Mommenheim (page 172), and **Obermodern.** Here a line runs to **Rastatt** (page 157), through **Hagenau** (above) and Röschwoog. From Obermodern, through Ingweiler, **Kalhausen** [rail to Saaralben (page 134) for Metz] and **Saargemünd** (page 177).

TEN DAYS' TOUR IN HOLLAND.

EMBRACING NEARLY ALL OBJECTS MOST INTERESTING TO AN ENGLISHMAN.

THOUGH by no means picturesque, Holland is in many respects an interesting country, especially to Englishmen. It has the cleanest and, next to Prussia, the best educated population on the Continent, and it has shown what industry can do in defiance of the elements.

The surface embraces 12,700 geographical square miles; the population is 4,511,415, of whom 1,604.179 are Catholics, and 97,274 Jews. The largest cities are Amsterdam, Rotterdam, and the Hague. The imports in 1891 amounted to 108 millions sterling; the exports to 90½ millions. Debt, £91,376,000. Manufactures of all kinds have lately much increased. It is estimated that Holland has 278,000 horses, &c., and 933,000 sheep. Horticulture receives much attention; 3,000,000 florins being devoted to it annually. There are three Universities, 67 gymnasia (or high schools), and a large number of primary schools, of which 870 are special. The Army numbers 53,000 men, and the Navy 154 vessels.

A very agreeable Ten Days' Tour may be made in Holland at a very moderate expense. This country is usually neglected by tourists on account of the paramount attractions of the Rhine. It nevertheless abounds in novelty and interest. Wilkie and Mr. Jameson have remarked that "there was nothing *new* to them in the country. It is a succession of reminders of Rubens, Teniers, Rembrandt, Wouvermans." The Dutch style of architecture is our Queen Anne's, which began under Charles II. and William III.

Though no *Passport* may be demanded, it is desirable to carry one. At Rotterdam, the Hague, Leyden, and other places near the coast, every hotel and café is required to make daily returns of visitors, stating their names, ages, destination, and so forth. At the principal hotels and railway stations English and French are spoken. The climate in summer is warmer than in England.

Money is decimal: five cents make a stiver (or penny); ten stivers make a franc; twenty stivers (100 cents) make a guilder or florin (one shilling and eightpence). There are notes for one, five, ten, twenty-five guilders, &c. English sovereigns, and even *£5* notes, can be changed for Dutch money at the hotels. You should not change more than you actually want, as in Holland you change at a disadvantage.

The Dutch *Flag* is red, white, and blue, one above the other. Motto, *Je Maintiendrai*. This was William III.'s motto; the full meaning being, "I will maintain piety and justice."

The journey from London to Rotterdam may be performed by rail and steamer or by direct steamer. Passengers by Great Eastern Railway usually disembark at Hoek van Holland. (See *Bradshaw's Continental Railway Guide* and Route 19, page 90). Custom house officers come on board to examine the luggage, but they are extremely civil, speak English, and give little trouble.

ROTTERDAM (Station).

Before landing, the traveller should decide on his hotel (for which see *Bradshaw's Continental Guide*). If the name of the hotel is called out, a man on the quay will at once come forward, take charge of the luggage, and conduct the traveller to the house. See Route 19 (page 92) for further particulars of Rotterdam, and for the way to it.

Railway.–Through communication open between Rotterdam and the lines to Flushing (page 25), Antwerp, Cologne, Utrecht, The Hague, Amsterdam, &c.

Distances by Rail.—Schiedam, 3 miles; Delft, 9 miles; The Hague, 14 miles; Leyden, 24 miles; Haarlem, 43 miles; Amsterdam, 52 miles.

Delft (Station).

Population (1890), 29,022.

Hotels: Schaap; Heerenlogement.

Café at the steamboat and railway station.

If the canal route be preferred, next morning, after breakfast, at Rotterdam, drive to the quay, whence the canal boats *(trekschuiten)* start for Delft. The cab fare is 60 cents (1s.). The traveller should remember that if a cab (vigilante) is hired *à la course*, and if a stop is made at a shop or elsewhere, though but for a minute, a fresh fare will be expected to be paid. The Steam Trekschuit is a comfortable conveyance. The cabins are large and clean, and there is a space on the poop for those who prefer the open air. Outside the town the boat steams at the rate of 5 or 6 miles an hour; and although the pace is tedious, compared with British express trains, there is a special charm in the calm, silent motion, which harmonises with the flat pastures around, and the grave and courteous demeanour of the country people.

In rather over an hour after leaving Rotterdam the boat will arrive at Delft. The boat fare is about sixpence. As it is only necessary to spend a few hours here, the luggage may be sent on, directed to the hotel at the Hague, or may be left at a coffee house near the landing-place.

The *State Arsenal*, formerly the East India House, occupies an island on the outskirts of the town. The *Old Church*, with a leaning tower, will probably be the first object to attract attention in Delft, and hereabouts the entire interest of the town centres. The interior of this building is lofty, vacant, and dull, with tall white pillars, and a huge putty-coloured organ. Two or three monuments adorn the walls. One, with a bas-relief and Latin inscription, commemorates the death and services of Admiral Tromp. The tower reminds one of Caerphilly or Saragossa. It is considerably out of the perpendicular. In it was imprisoned Balthasar Gerards, the assassin of William the Silent. The catastrophe took place beneath its very shade, in the *Prinzenhof*, now a barrack. Massive walls, pierced with narrow windows, and a rough bas-relief over the door, are its distinctive features.

This was formerly the palace of the Prince of Orange; and here that martyr of Protestantism, whose memory all Dutchmen revere, fell a victim to the villany of a fanatic, July 10th, 1584. On the staircase an inscription points out the spot on which he fell, while the bullet mark is still visible in the wall; and the room in which the Prince died remains to be seen. His monument, which is a monstrosity of bad taste, is the principal attraction in the *New Church*, in the square, opposite the Town House. Its only redeeming point is the introduction of the Prince's dog, a faithful animal, which once saved its master's life from assassins, and pined to death after the assassination. In the same church is the modest tomb of *Grotius*, who was a native of this town. Leeuwenhoeck, the naturalist, who improved the microscope, was also born here.

The *Stadhuis* (1618) contains some good pictures.

Little else remains to be seen in Delft except its Potteries, which were in existence as early as the beginning of the fourteenth century, and were very celebrated; they are now but a shadow of what they were. Until lately from 150 to 200 workmen only were employed, and the ware manufactured was very coarse and of little value, but considerable improvement has lately been made. At the *Polytechnic School* is a fine collection of models of ships and machinery. The cleanness and regularity of the streets, the narrow canals running close to the doors and windows of the houses, and the evident wonder with which the inhabitants regard the advent of foreigners, cannot fail to be noticed.

Dinner, or some kind of refreshment, may be obtained at the Coffee-house where the luggage was left; and afterwards the Hague can be reached either by *trekschuit*, or by the tramway, or by the evening train; the fare in either case being but a few pence.

THE HAGUE (Station),

Or, in Dutch, 'S GRAVENHAGE (The Count's Park), French, LA HAYE, the capital of Holland. A Station on the Rotterdam and Amsterdam line, with branch to Gouda, &c.

Population (1890), 160,531.

Hotels: Hotel des Indes, large, first-class, near the Park, &c.

Hotel de Belle Vue will be found deserving our best recommendation.

Hotel Paulez, well situated and good. Landlord, Mr. Paulez.

Hotel de l'Europe, Lange Houtstraat. Large and well situated first-class hotel.

Hotel du Vieux Doelen, first-rate. Mr. Van Santen, proprietor.

Hotels Marechal de Turenne; Café Central; Groot Keizershof; Toelast, &c.

Restaurants: Van der Pyl; Café du Passage.

N.B.—The word "Doelen," so often the name of an hotel, means "shooting-place." *Doel* is a target.

Post Office.—Close to the Groote Kerk.

Telegraph—Near the Picture Gallery.

English Church.—Near the Rhenish Station.

On the evening of arrival Boer's Bazaar—a capital Collection of curiosities from China and Japan on sale—in the Zee Straat, might be visited. The garden here is very pretty, and close opposite the Willems Park, where is the "Neerlands Bevreiding" monument, a fine group, inaugurated 1879.

The Hague will require at least two days. Never having been walled in, it was styled one of the biggest "villages" in Europe. On arrival send to the director of the Meermann-Westreenen Museum for an admission card (see page 184); this institution is only open on the first and third Thursday in every month.

The first thing, devote a couple of hours to the Picture Gallery at the *Maurits Huis*. Open gratis, week-days, from 10 to 4, Sundays and fête-days, 12-30 to 3.

It occupies about a dozen rooms. Here are portraits by Van Dyck; "Stag Hunt," by Snyders, &c. A "Young Man," by Rembrandt; a "Hay Cart," by Wouvermans; "Interior of a Farm," an admirable picture of Ostade, exquisite from its truth to nature. The "*Lesson in Anatomy*," by Rembrandt, is a perfect masterpiece (painted 1631). Others worth notice are Rembrandt's "Simeon in the Temple," and "Susanna at the Bath;" Jan Steen's "Oyster Feast, or Human Life," "Poultry Yard," and his "Family Piece" (portraits); Ostade's "Fiddler;" "The Strand of Scheveningen," by Adrian Van de Velde; "The Coast at Overseen," a delightful sea piece, by Ruysdael; a charming "Cattle Scene," of Paul Potter and Gerard Dow's "The Young Housekeepeer," one of his best pieces; "A storm at Sea," by Backhuizen; "A Kitchen," by Teniers; above all "*The Bull*," of P. Potter, described as giving evidence of remarkable science, truth to nature, and minute accuracy. Various objects formerly to be seen here, are moved to the *Gemeente Museum*, in the Vyverberg; consisting of Japanese, Chinese, Indian, and other relics; open 10 to 4 daily, free. Amongst these were a picture of the Dodo, painted early in the 17th century, from a living specimen: and the suit of clothes worn by William the Silent the day he was assassinated. The plain leathern coat was bloodstained, blackened, and pierced by the bullets.

A *Statue of William I.*, the Silent, is on the Plein, which you can next visit. Here is the *Archives Office* (*Ryks* Archief), containing a most valuable collection of documents, open to the public every day from 10 to 3. Among the papers is a letter to Louis Bonaparte, King of Holland, announcing the birth of the late Emperor of the French.

The *Binnenhof* (Inner Court) is a collection of ancient buildings of considerable interest.

We would call attention to the noble Gothic *Ridderzaal* (180 feet by 60), which is the most ancient building in the city, and formed part of the old palace of the Counts of Holland. In front of this Pensionary, Barneveit was beheaded in 1618.

The *Palace of the Estates* (Staaten-Generaal), where the Dutch Parliament sits, is close by. Strangers are admitted, and should by all means avail themselves of this privilege. Admission cards may be obtained at the Register's Office.

Crossing the Buitenhof (Outer Court), with a *Statue of William II.*, we come to an old tower (Gevangenpoort), where Cornelius De Witt was confined in 1672, on a false accusation of attempting the life of the Prince of Orange. On the Plaats, close by, the two brothers were literally torn to pieces by the exasperated mob. A triangle of white stones with a block in the middle, also here, shows the spot where Adelaide, mistress of Albert, Count of Holland, was murdered, December 22nd, 1392. The De Witts' house is still standing on the Kneuterdyk, a very short distance off; there also is the Palace of William II., which contains a fine Gothic Hall and a miscellaneous collection of pictures. These can be seen daily on application, and a fee to the servant.

The *Cathedral*, which is dedicated to St. James, should be next examined. To do this we pass down Hoog Straat to the Groenmarkt, where the front of the Town Hall (Stadthuis) will require attention. The architecture is curious, and the city arms are carved above the door. At the *Town Museum*, near the Groote Market, are Ravesteyn's "Arquebusiers,"

and three other pictures, viz., portraits of "Councillors," &c., by the same artist, along with other pictures and antiquities. A few steps farther brings us to the Vischmarkt (Fish Market) which is covered in, and where some *tame storks* (now rare) may be seen marching about among the fishwives. The Cathedral is close at hand. Its tower is very ancient, the spire is modern and the body of the church, which is large and lofty, dates from the first half of the sixteenth century. It contains some fine tombs and a little stained glass, but nothing of consequence. The painted window at the end of the choir is by Crabet. Organ recital once a week.

By passing down School Street the hotel may be reached by a different road, turn to the left along Vlaming Street, through Spui Street, to the Spui. At the bottom stands the *New Church* (built in 1649), which contains the tombs of the De Witts and Spinoza. Statue of *Spinoza*, opposite his house.

A very pleasant excursion may be made by rail or tram to **Scheveningen** (population, 14,800; *Hotels:* Kurhaus and Grand Hotel des Bains; d'Orange; Grand Hotel des Galeries; Hotel Garni; Rauch; Zeerust, &c.; passing the National Monument in Willems Park, on the left hand side, is the Palace, called Zorgvliet, a charming château, formerly the residence of Jacob Cats, the poet. In the garden a stone table on which he wrote, with a hole in it that served to hold ink, is still shown. The road to Scheveningen (pron. Skáyv-ninchen) is over-arched with fine trees. Here will be met with, probably, many of the peasantry in their picturesque headgear, and the fish carts drawn by dogs three abreast are worthy of notice. The village contains neat shops and coffee houses, and a church with a pretty spire. In the Church are preserved the skull and ribs of a whale, stranded on the shore in 1617. The ocean makes vast inroads here, and it is said the ancient church formerly stood 2 miles farther seaward; it was destroyed and a large tract of land swallowed up in 1570.

A strong resemblance may be traced here to the fisher population of the Isle of Man. The Scheveningen, like the Manx sailor, is eminently religious. Prayers are offered and hymns sung when the boats depart: collections are made in church with the same curious little "warming pan" boxes. Herrings are common to both; and the same independent and manly demeanour is noticeable in each. In 1884 there were 3,000 boats, manned by 11,200 men. A company has been formed to construct a Port here, the Government also assisting, and considerable progress has been made. The place has lately been much resorted to for sea bathing.

It is beautiful to observe the perseverance and industry which have here cultivated patches of the very sandhills *(dunes)* and turned these barren spots into vegetable gardens. Making the most of trifles appears to be the *forte* of the Dutch. This practical people employ thousands in the manufacture of rush mats and brooms, and in the harvest of seaweed (varech), which they utilise in a hundred different ways to stuff mattresses, manure the land, caulk boats, &c.]

We return to the Hague.

At the Bath House (admission, 25 cents) a band plays during summer evenings, and tea can be procured. Prince Frederick's Pavilion is to the right, as is also the great Bath House of the Hague.

The next morning, supposing the royal family is not at the Hague, application may be made to see the *Palace*, in the Noord-Einde. This, however, may be omitted, as the works of art are unimportant. Just opposite is the beautiful space of turf and trees, called the Lange Voorhout. Here is the Cloosterkerk, which contains several ancient tombs, and is worth a few minutes' inspection. Close by is the Ministry of Finance, a portion of which was formerly the house of Pensionary Barnevelt. Across the Voorhout is the Ministry of Marine, where is a most curious collection (the Model-Zaal, gratis) of models of ships, &c. One room here is devoted to the *Willem Barends*, or *Barentz Collection;* that is to 112 remains of articles left behind by Barentz and Heemskerk, the navigators, and their crew, after wintering at Yshaven, in Spitzbergen, or Nova Zembla, 1595-6, and re-discovered in 1872, pretty much as they were left. They include some instruments, MS. in a powder-horn, old clock, cup, flag, flute, trumpet, navigation books (one now out of print),

and a Dutch history of China, the country which it was the aim of the party to reach. Many were brought over by Mr. Gardiner, in his yacht, the Glowworm.

From this it is not far to the *Royal Library*, which is very fine (400,000 vols.), and contains rare treasures of early typography, "The Bible of the Poor," (Biblia Pauperum) &c., of which Holland may justly be proud. Open daily, 10 to 3. The cabinets of medals and gems are superb; 40,000 of the former are said to be treasured here, while the cameos are numerous and exquisite. This institution is open daily (except on Sundays and Holidays, from 12 to 4), from 10 to 4. Proceed now to the Lange Vyverberg, for the private *Gallery* of Baron Steengracht (open 10 to 4); permission to see the beautiful pictures gathered together here is easily obtained. The servant who shows them expects a florin as a fee. The Meermanñ-Westreenen Museum, in the Prinzessen Gracht, will then occupy till dinner. This collection of medals, rare old MSS., specimens of early printing, Egyptian, Greek, and Roman antiquities, is highly interesting, especially the typography.

In the streets may frequently be noticed the quaint but picturesque figures of the children from the *Orphan Asylum* on the Spire Quay, a large brick house with an escutcheon over the door, and the inscription, "Dyaconye oude vrouwen en kinder huis." This excellent institution was founded in 1659, and the dress of the children is of that epoch; the boys, brown cloth with leather buttons, white neckerchief and gloves; the girls, black woollen frocks with short sleeves, long white mittens, neckerchief and close cap hiding the hair.

After dinner, walk past the Botanical Garden and Malie-Veldt to the *Park* (het Bosch) containing the *Palace in the Wood* (Huis ten Bosch); filled with pictures and fine furniture. This was erected, about 1650, by the widow of Prince Frederik Hendrik of Orange, in memory of her husband, under whom the Republic reached the zenith of its prosperity. The interior is worth a visit for its peculiar ornamentation and good collection of porcelain. The principal attraction, however, is the Orange Saloon, ornamented with paintings, chiefly scenes in the life of Prince Frederik Hendrik, by artists of the rather heavy Dutch School. Admission;—1 florin for 1 to 3 persons; 2 florins for a larger number. At the "Societeit," in the Wood, among the fine beeches near the lake, concerts are held during the summer evenings. Or a very agreeable drive may be taken to **Ryswyk** and Wateringen. At the first village the Treaty of Peace was concluded in 1697. The scenery about here is extremely pleasing; vineyards and orchards and neat country houses make this district (Westland) the garden of Holland.

There is a *Theatre* in the Tournooiveld, where, on Monday, Thursday, and Saturday, French, and on Tuesday and Friday Dutch plays are performed.

LEYDEN (Station), or Leiden.

Population (1890), 43,500.

Hotels: Levedag, the best; du Lion d'Or (Gouden Leeuw); Smit's; Post. *Café* Zomerzorg.

The *Lugdunum Batavorum* of the Romans, called the oldest town in Holland, near the mouth of the Old Rhine, which falls into the sea at the Katwyk sluices. The Roman station is marked by the *Burg*, a high mound crowned by a fort.

A train runs from the Hague to Leyden in less than half-an-hour. The contrast between the two towns is very striking. The Hague is comparatively gay and Frenchified; Leyden is Dutch in style, quiet, if not dull. The houses are lofty, the streets clean, and the fine canals are bordered with trees.

The *Town House* in Breede Straat, is a splendid structure of the sixteenth century. This, and the two large Churches, which bear a strong family likeness to all the others in Holland, are the first things to be seen. Then comes the famous *University*, with its noble library of 300,000 vols., where many curious MSS. and interesting portraits of the old professors may be noticed. Among the illustrious men who have been professors are Arminius, Descartes, Boerhaave, Lipsius, Scaliger, Voss, Heinsius, Linnæus. Here the Leyden Jar was invented, 1746. Its observatory is the oldest in Europe (1632).

This University was founded by that palladium of Protestantism, William the Silent (the traces of whose influence are met with in every part of this land) after the awful siege of 1574 (see inscription

on the Town Hall), when Leyden was relieved only by the desperate expedient of letting in the sea upon the Spanish army. Coins, with the inscription :—"Deus servet Leiden," are preserved in the Hague museum.

The collections of antiquities and specimens of Natural History which are attached to the university are wonderfully rich. The *Ethnographical Museum*, in Breede Street, originally founded by Siebold, contains his Japanese and other collection; the former being extremely rich and various. The *Museum of Antiquities*, Egyptian, etc., also in Breede Street; 50c. It contains arrow-heads, &c., from Hilversum, found under the Hunebedden or dolmens. A very complete *Natural History Museum*, of birds, &c., in Rapenburg Gracht. The *Botanical Gardens* deserve a visit. The *Town*, or *Stadelyk Museum* (portraits and altar-pieces), in the old Cloth Hall; 10c. Boerhaave's statue is near the station. The "Ruine" marks the site of an explosion, which did immense mischief. The houses of Descartes and Boerhaave are on the road to the sea.

Rembrandt, Gerard Dow, Jan Steen, and Mieris, the painters, were born in or near Leyden. The well known Elzevir Brothers were also natives. Another celebrity is *John of Leyden*, or John Bockoldt or Bochelson, a tailor, who lived here (but was born at the Hague, where his father was a magistrate). He was handsome and devout, with qualities which fitted him to become a leader; and having joined John, the Anabaptist, of Haarlem, and his followers in the religious war of 1532, he took Münster by surprise, and was crowned king of Münster, and afterwards hung.

Should the traveller be so fortunate as to be in Leyden about the time of any of the historical fêtes held by the university students, it would be worth delaying a day to be present. The time could be filled up by an excursion to *Katwyk* to see the great sluices where the Rhine falls into the sea. In rough weather the waves here make dreadful incursions, and eighty houses are said to have been swept away in fifteen years. When the sea is high they open the first sluice to allow the waves some little play. At low water the remains of an ancient Roman castle may be traced in the mud. The students' fêtes, of which we are speaking, were kept up also in great style at Delft, Utrecht, &c.

The *Kermeses*, or fairs, likewise would be worth stopping to witness, as the peasantry on such occasions throng the town in their holiday garb, and are themselves quite a spectacle. The rings, chains, necklaces, and head ornaments worn by the women are remarkably curious and often of considerable value. At these *Kermeses*, little pancakes ("Pouffenkissen"), "Gauffres," and pickled cucumbers, with lemons, and dried eels seem to take the place of our English ginger-breads, nuts, and fairing. Merry-go-rounds, booths, and shows of all kinds block up the streets. A direct rail to Utrecht is open through **Woerden.**

Steam Tram to Haarlem.

HAARLEM (Station).

Population (1890), 51,626.—*Hotels:*

Flinkler; Lion d'Or (Gouden Leeuw.)

Van den Berg; Des Armes d'Amsterdam; Leeuwerik.

Café Restaurant: Brinkmann's Koffijhuis (Coffee-house).

The *Buffet* at the Railway Station is good.

The afternoon train would bring the tourist on to Haarlem, and the omnibus would take him from the station to the Golden Lion Hotel, which is conveniently situated in the middle of the town. While dinner is being prepared, the *Church* (Groote Kerk) with its renowned *Organ* could be visited, which, however, can only be heard on payment of thirteen guilders, excepting on Tuesdays, when there is a public performance, from 1 to 2 o'clock, and on Thursdays, 3 to 4, but the people walk about so that the music cannot well be heard. Bilderdyk, the poet, lies buried in this church. On payment of a florin (1s. 8d.), the tower (250 feet) may be ascended, and an extensive view obtained. In the Square is Laurence J. Coster's *Statue*, erected in 1836, and his workshop, with the inscription, "Costeri ades Typographæ Natalis." He is claimed as one of the inventors of printing. Admission may then be obtained to the *Town Hall* (in the square), where several of Coster's early books are preserved, "Speculum Salvationis Humanæ," "Ars Moriendi," &c. The picture of the Siege, in the Hall, was presented to the town by an Englishman, Mr. Wilson. It represents the heroic defence of the city against the Spaniards, in 1572, when Dame Kenau Hasselaer and a band

of three hundred women helped in the war for independence, and for more than six months held the enemy at bay. There are some curious historical pictures by F. Hals, fine samples of his style, and several other good paintings. Open daily, 25 cents.

The old gates, and all that remains of the once shattered ramparts, now converted into pleasant walks, are interesting. In the *Groote Markt*, are the Groote Kerke, the Stadhuis, the old Town Hall (1250), and the 16th century *Vleeschhall*, the latter specially worth notice.

The *Teyler Museum* in Dam Straat is open from Monday to Friday, 1 to 4; the library only Wednesday, Thursday, and Saturday, 1 to 4. Modern pictures, books, and a rare collection of fossils will pass away an hour very agreeably. This may be followed by a walk to the *Pavilion in the Park*, but a short distance from the town, where are the *Colonial Museum*, and the *Industrial Museum* (fee, 25 cents each). The "Battle of Waterloo" is usually much admired, but it is by no means the gem of the gallery. The palace itself is small, but rather elegant, and the *Park* is charming, with fine old timber, beach and lime, and herds of stately deer, and a monument to Coster.

Round Haarlem may be seen some of the famous nurseries for flowers and Dutch bulbs. Tulips and hyacinths are still much cultivated and esteemed, a tulip root sometimes fetching as much as £80 or £90, but the notorious mania for these flowers has long since subsided. It is said, indeed, never to have been anything but mere gambling. The celebrated bulb "Semper Augustus," was, in one case, sold for one thousand pounds. To be dazzled by these floral treasures it is proper to be in Holland at the end of April or the beginning of May; then the blue eyes of the "Amiable Shepherdess" gaze kindly upon the spectator, and "Admiral Tromp" blazes in triumph. Hals and Wouverman, the painters, lived here. A rail to Alkmaar and the Helder *via* Uitgeest. Rail to *Zandvoort* (4¼ miles) on the Dunes; a seabathing place, with good hotels and a Kurzaal.

AMSTERDAM (Station).

Population (1890), 417,589.—*Hotels.*

Amstel Hotel, opened in 1867, affording excellent accommodation.

Hotel Victoria, monumental newly-built first-class hotel; 100 rooms and saloons.

Hotel des Pays Bas; entirely rebuilt and supplied with every modern comfort.

Hardenberg's Old Bible Hotel, a well conducted house, much frequented by English and American gentlemen. Hotel Victoria; de l Europe.

Brack's Doelen Hotel, centrally situated, with lift, and electric light throughout. See Advt.

Stad Elberfeld; Keizerskroon; Rondeel; Haas. Du Passage; Adrian; Suisse; Mille Colonnes (with Café); Krasnapolsky (with Restaurant).

Restaurants:—Oude Graaf; Jonge Graaf, &c.

Cafés:—Français; Neuf; Poolsche Koffijhuis.

English Consul; English and Scotch Church Services.

Theatres:—Stads Schouwburg; Grand Theater, &c. *Panoramas, Panoptikum, Cancerts.*

Steam Tramways to several places.

Post and Telegraph Offices, in the Nieuwezyds Voorburgwal.

The afternoon trains run in half-an-hour to Amsterdam. The space of green meadow on the right as you leave Haarlem was formerly the great lake, "Haarlemmer Meer," which, within the last quarter century, was a vast sheet of stormy waters, but has been drained by the aid of powerful steam engines, thus increasing the value of the land four or five fold. The numerous sunken fields ("polders") which we see all over Holland, some of them as much as 15 feet below the level, are drained, each spring, in similar manner by means of the ubiquitous windmills. As the train journeys on, **Zaandam** appears on the left, with its fleet of windmills that seem to float upon the broad estuary of the river Y (sounded I). Most of the hotels, excepting the Amstel, are in the centre of the city, which is somewhat in the shape of half a spider's web.

The evening can be spent at one of the open air concerts, at the Zoological Gardens, and at the Linnæus Garden and the Vondelspark. Visit Frascati's, where concerts are held. It is situated in the Middel Laan.

Good water is a rarity and a difficulty at Amsterdam. It is conveyed in pipes from a reservoir, 4½ miles from Haarlem. It is also brought from the little river Vecht in boats called

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leggers. Though without striking monuments, the whole place is so remarkable that the general impression is favourable. The Quays along the Zuider Zee are admirable, and the canals add to the novelty of the scene.

Principal squares—The Dam and the Botermarkt. In the Fredericksplein is the new *Industrial* or *Crystal Palace* (Paleis voor Volksvlijt), 440 feet long, near the Utrecht Gate. It will hold 12,000, and is devoted to exhibitions and concerts.

Private Picture Gallery.—The Six van Hillegom Museum, No. 511, Heerengracht, 1 florin. This is half of a collection of 200 good pictures, first made by Mr. Van Winter. The other part composed the Van Loon Collection, which was sold 1878, to Baron Rothschild, of Paris, for £160,000. The seigneurie Hillegom is near Leiden, where the Six family once had a country seat, where Rembrandt was often entertained. He painted two portraits of his hosts, which are now in the collection.

The *Zeemanshoop*, an asylum for sailors, and an asylum for the aged are on the Amstel quay.

In returning by the road from the station, the Cathedral will be observed; the chimes are delicious; the Exchange (admission, 25 cents); and the *Royal Palace*, built upon 13,659 piles, entrance to which can be obtained by application and a fee.

Passing on through Kalvert Street, which is the Regent Street (on a narrow scale) of Amsterdam, remark on the right hand a building at the corner of a street, having handsome gates and a good deal of carving and decoration in front. This is the *Burger Weeshuis* (Orphan Asylum), whose youthful inmates will probably have been remarked in the streets, their costumes being singular, half black and half red. The hero, Van Speyk, was bred up in this institution. A picture of his blowing up his gun-boat (with his crew) rather than allow the Dutch flag to fall into the hands of the Belgians in 1831, records his bravery, and is preserved in the Royal Palace. A public Monument was also erected (on the Dam), as a memorial of the honourable part taken by the Dutch at that period. The numerous institutions for orphans, the aged, the destitute, the blind, and the deaf and dumb cannot fail to impress the stranger with admiration for this provident and charitable nation. The absence of beggars also is noticeable.

Turning down a street to the right, the market square will be reached, where there is a *statue of Rembrandt*, the painter, who was a native of Amsterdam. It is not very far from here to the *Zoological Gardens* (50c.), called the "Artis," which contain fine specimens, and are everywhere in beautiful condition and order.

There is a good Museum of stuffed animals above the concert hall, where also is a striking portrait of King Willem II. The Botanical Garden, or Hortus, close by (25 cents), has some noble palms, and the "Victoria Regia." A call might be made at Mr. Koster's *Diamond workshops*, where admission can at all times be obtained on application: of course, fee the attendant. The *sang froid* with which the workmen handle the gems is astonishing; but though apparently careless of these precious adornments of rank, it is very rarely that a diamond is lost. Here will be shown models of the most noted diamonds, including the Koh-i-noor, which was polished here, and is now in the Tower among the Queen's regalia. Six hundred men are employed in this establishment, their pay varying from one to four pounds a week. The gems are mostly brought from Brazil, and only the best are fashioned here; rose diamonds are sent to Antwerp to be cut and polished. The polishing lathes are turned by a steam engine, upon the ground floor. On Thursdays the men, being Jews, work fifteen hours to make up for Saturday, which is their Sabbath. The number of Jews in Holland is remarkable; being 2 per cent. of the whole population.

The *Royal Palace* (1648-1655), on the Dam, richly ornamented with sculptures, originally the Town Hall, open daily, 50 cents. The Nieuwe Kerk, one of the finest churches in Holland, is opposite the palace.

The old church, not far from here, is of the 14th century, and contains good stained glass and many monuments.

The Antiquarian Society's Collection is near the Dam (25 cents). That of the Painters, *Arti et Amicitiae* (called the "Arti"), is in the Rokin (50 cents). Athenæum, or University, is on the Singel. Old Waag Huis, in the New Market,

built 1488-1525. The Zeemanshuis (Home), Naval Yard, Entrepôt or Custom House, and Naval School, are near the Harbour. A Bank was founded here 1609.

Ryks-Museum, on the south side of the city, near the Wetering Poort, a new and handsome erection, containing the pictures formerly in the Trippenhuis, the Van der Hoop collection, and the pictures by modern artists from the Paviljoen Welgelegen at Harlem. This is now the finest collection in Holland of the Dutch school. The following are the finest: Hondekoeter's Floating Feather; G. Dou's Night School, and Gentleman and his Wife; G. Flinck's Isaac Blessing Jacob; F. Hals' Merry Fellow, and Portrait of Self and Wife; Van der Helst's Banquet of the Civic Guard, Syndics of St. Sebastian, and 9 Portraits: Metsu's Toper; F. Mieris' Jacob's Dream; Van Ostade's Baker; Rembrandt's Night Watch, Cloth Syndics, and Elizabeth Bas; Jan Steen's Feast of St. Nicholas, Quack Doctor, Dancing Lesson, &c. Wouverman's Restive Horse, Riding School, and 8 others; Van Dyck's Burgomaster of Antwerp; Teniers' Workmen Reposing. The gems of the Van der Hoop collection and Van Dyck's Potrait of Himself; Van de Velde's Cannon-shot; Jan Steen's Visit of the Physician; Rembrandt's Jewish Bride; Maes' Spinster; G. Dou's Hermit, and Fisherman's Wife; and Dirk Hals' Lady Playing the Clavecin.

At Vondel's Park is a statue of Vondel, the poet. Leenhoff's statue of Thorbeke, the statesman, was set up 1876. Admiral Van Heemskirk is buried in the Old Church; De Ruyter in the New Church.

It will be advisable to take a walk upon the Dykes of the Buitenkant, round the harbour-side of the town. This will give a clear idea of the difficulties the Dutch have overcome. The city lies so low that it is a marvel how the water is kept out. Here too the great works of the *North Sea Canal* may be inspected, by which a second short cut is obtained to the city for large ships (in addition to that of the *North Holland Canal*, from the **Texel**), and 12,500 acres of land are reclaimed from the Y and Lake Wykermeer, by draining them dry. These works are carried on by an English contractor.

The North Sea Canal is 14 miles long to the entrance, called **Ymuiden** (or Mouth of the Y), where the new harbour was opened by the King, 1876; thus bringing the city within 24 hours of the Thames. There are locks at Schellingwonde. The cost was 2½ millions, but the land reclaimed is worth £80 an acre. Large East Indiamen now come this way, instead of by the Texel, which is used by timber ships. The south half of the *Zuyder See* is to be reclaimed, and a canal opened from Amsterdam to the Rhenish provinces. It is only 10 to 12 feet deep, and was overrun about 1400. The draining of the whole sea would add an acreage of 6 per cent. to the country.

Brederode Castle and Muiden Castle (where Vondel lived) in the neighbourhood are to be kept up as public monuments.

Next morning take the early steamboat for **Zaandam**, and breakfast there at the Café, close to the landing stage. After inspecting Peter the Great's Hut, start for Broek and Buicksloot. The carriage costs six florins (10s.), with "trinkgeld" for the driver. The extreme cleanliness of **Broek** (Brook) has become proverbial; indeed, it is carried to such excess as to become ridiculous. The dress and manners of the people are most original. It is the emporium of bric-à-brac. A boat excursion should be made to the islands of the *Zuyder Zee*.

The Fodor Gallery of Pictures (Keizersgracht, 609) is open daily, 10 to 4, admission, 50 cents, and contains an exceedingly good collection of modern French masters.

The cleanliness of the houses everywhere, but specially in this part of Holland, cannot but delight the traveller. The inns are in no way to be taken as specimens of Dutch housekeeping, but elsewhere, it is quite invigorating to notice the cleansing which takes place on Wednesdays and Saturdays.

The pavilions or *summer houses* in the gardens outside Amsterdam have something very Chinese in their appearance. In these oriental-looking retreats, the owners may be seen drinking tea or coffee, of which the Dutch are very fond, and indulging in a cigar or pipe. Smoking is almost universal; children of tender years ask for a fusee with an assurance that is the result of habit.

Another resemblance to Chinese customs is the large floating population in the vicinity of Amsterdam (as at Nankin); there are, as it were, villages of boats, whose inhabitants obtain their living by fishing, and vending fruit and vegetables. At **Hoorn** (population 10,811), 1¼ hour from Amsterdam by rail, *viâ* Zaandam, there is a festival, similar to the Chinese feast of lanterns. It has an old weigh-house, and very fine examples of old carved houses, and is also noticeable as having given name to Cape Horn. The old town of **Alkmaar**, with its curious Waaghuis or weigh-house for the round Dutch cheeses, and the **Texel**, may be visited from Amsterdam by a direct rail through Zaandam. **Enkhuisen**, on the Zuyder Zee, a decayed town, with carved stalls in the old church, and a Town House (1688). Paul Potter born here (1625-54). There is a project for a dam across the Zuyder Zee to **Kampen** (old Cathedral and Town Hall).

Vlaardingen, on the line from the **Hoek van Holland** to Rotterdam, is the head-quarters of the herring fishery, from which the boats go to sea on the 14th June. At the arrival of the first draught of *herrings* of the season, the fishmongers' shops are gaily decorated with flags; and a crown of leaves and flowers, with a dried herring pendant, hangs over the door. The first keg of the season used to be presented with some ceremony to the King, who gave 500 guilders on the occasion.

UTRECHT (Station).

Population, 86,116.—*Hotels:* Pays Bas; Europe; Belle Vue; Kasteel v. Antwerpen; De Liggende Os; de la Station.—*Cafés:* Haagsche Koffyhuis; Riche; Wiener; Tivoli.

English Church Service and Physician.

This is admitted to be a very ancient place, as testified by its early name: *Trajectum ad Rhenum*, of which the modern name is a corruption. The Old Rhine here separates from another branch, the Vecht, which runs into the Zuyder Zee.

The city is well situated above the Rhine, on higher ground than is usual in Holland. The enclosed canals, with covered passages from the houses, the grave demeanour of the people (especially on Sunday, which is kept as strictly as in England), and a pure bracing atmosphere distinguish Utrecht from the other towns previously visited.

The most noteworthy object is the *Cathedral* (13th century); it is a fine Gothic remain with a splendid detached *Tower*, from the top of which, 320 feet high, the branches of the Rhine, and 20 towns are visible. This Cathedral is remarkable for its having been actually cut in twain by the blast of a hurricane in 1674, the nave being ruined. In the Cloisters are some interesting portraits of old professors of the *University*, which institution is one of the chief lions of Utrecht. Here the Union of the Seven Provinces was signed 1579, of which the tercentenary was celebrated 1879. The Library and Museum are well worth attentive examination. Here is a very remarkable MS. of the Utrecht Psalter, containing the Athanasian creed, said by some to be of the 6th century; by others to be of later date.

St. Pieter's Kerk (1039) has a curious old crypt. St. Jan's Kerk is Romanesque of the 11th century.

Other objects of interest are the Stadhuis (Town House), with a Museum of pictures and carvings; the Royal Mint; the Observatory; *Archiepiscopal Museum* (missals, carvings, &c.), open daily, 50 cents; pictures of the old Utrecht masters at the Museum Kunstliefde; and the *Paushuizen* or Pope's House (telegraph office) so called because built by Pope Adrian VI., who was born here 1459. At the old Town Hall (Stadhuis), now a barrack, the celebrated *Treaty* of peace which brought to close the war of the Spanish Succession was signed in 1713. School Museum, 25 cents; Industrial Museum, 25 cents.

There is a fine avenue of old lime trees (Maliebaan), worth visiting. A walk round the ramparts will indeed be found delightful, the combination of wood, water, and verdant meadows being most agreeable to the eye. Here the tourist may chance to see passing along the road by the canal side one of those smartly painted, carved (and even gilded) carts in which the Dutch farmer takes a pride.

In Utrecht are everywhere found traces of Louis Quatorze, and of the struggle of the Dutch against French rule.

The *Jansenists*, or Old Roman Catholics, as they call themselves, though unacknowledged by Rome, have a quarter to themselves in Utrecht. Their church, a pretty building with the simple inscription "To God," stands in the midst of modest houses with neat gardens.

From here take the train to **Zeist**, a delightful spot, where a Moravian community have settled, and where they hold their schools, and carry on their unostentatious charities, amidst the most charming wooded scenery.

Soestdyk (12 miles, rail to Baarn) was the seat of the late Prince Henry of the Netherlands.

Railways—from **Utrecht** to **Bois-le-Duc** or Hertogenbosch (where imitation diamonds are made), Boxtel, and Liége. Bois-le-Duc has a population of 27,302, a noble 15th century Cathedral, 345 feet long, and a good Museum. To Amersfoort, **Zwolle**, Groningen. To Arnhem (for Cologne), **Deventer** (a famous Terburg at the Town Hall) and a fine old church, crypt 11th century, and Zutphen. To Gouda, the Hague, Rotterdam, Flushing, and Antwerp. **Zwolle**, the capital of Over-Yssel (population, 26,726), has a large Gothic Church, and is 3 miles from the *Agnetenberg* Convent, where Thomas à Kempis died, 1471. Rail to Kampen on the Zuyder Zee; to Meppel, Groningen, &c; and to **Raalte (Station)**, and to **Almelo (Station)** and **Hengelo (Station)**.

Gouda (Station).—*Hotel:* Du Saumon. Population, 18,844. Notice the Town Hall (1449), and the large *Church*, with its 29 large *stained glass Windows*, very remarkable, and well worth examination.

We next proceed to Rotterdam, which should be reached in time to get dinner, and to have the luggage comfortably on board the packet for England. As the boats leave the "Boompjes" at various hours, according to the tide, it is necessary to examine the packet bills, which are hung up at almost every railway station, to ascertain the hour of departure, and so regulate the journey from Utrecht; or if preferred, the boat may be taken at Rotterdam to **Moerdyk** or **Moerdijk (Station)**, thence by train to **Antwerp** (see Route 4), and so the Ten Days' Tour we have sketched through Holland may be indefinitely extended through Belgium and up the Rhine, &c.

The Moerdyk Viaduct over the Hollands Diep, in continuation of the Central Belgian, is one of the longest on the Continent. It consists of 16 spans of 100 mètres; nearly a mile in all. The rail passes thence to a bridge at Dort, and hence to Rotterdam, where the rail through that town joins, and thus completes the direct line to Antwerp. (See *Bradshaw's Continental Guide and Hand-book.*)

ARNHEM (Station).

The trains take 1½ hour. The handsomest town in Holland, on the Neder Rhyn. Population (1890), 50,194.

Hotels: Grand Hotel du Soleil (Zon); Hotel de Belle Vue; one of the good hotels in Holland; Swynshoofd; Hotel Garni; Planten-en-Vogeltuin; De Paauw; Railway Rest; Café Central.

SIGHTS.—Groote Kerk (Egmont's monument); the Town Hall (Duivelshuis); the Park of Hartjesberg or Sansbeek. From this old capital of Guelderland, a short run may be made to **Rysselt**, the Dutch *Mettray* (4 miles) for poor boys on a farm of 155 acres; and by rail to Zutfen or **Zutphen (Station)**, on the Yssel, where Sir P. Sidney was killed, 1586; and **Deventer**, which figured in the Dutch war for freedom, in Queen Elizabeth's time. Its Church has a brass font. Within a short distance are Saansbeek Castle; Bronbeek House, for invalid soldiers from India, containing pictures and curiosities; and Middagten Castle, a seat of the Bentinck family, who are kin to the Duke of Portland. **Loo**, the King's country seat, is 20 miles distant, near Aspeldoorn. To **Leeuwarden (Station)**, 150 miles from Zutphen (past Meppel), the old Frisian capital (population, 30,590), with a good church tower, an old Town Hall, old Waaghuis, and a Museum. **Groningen** is 48 miles from Meppel, near the Dolladt. Fine Gothic Church (tower 430 feet) and Town Hall in the large market place; University; and the Oude Kiek, a peeping man, near the harbour. Population, 56,413. *Hotels:* Nieuw Doelen; t'Wapen van Vriesland; Phœnix.

From Zutphen lines are open to **Hengelo (Station)**, Salzbergen, Hanover, &c., to **Winterwyk (Station)**, and thence to Dorken and Essen (46 miles). or to **Bockolt** and **Wesel (Station)**.

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ORIGINAL AND ONLY GENUINE.



COUGHS, COLDS, ASTHMA, BRONCHITIS

IS THE GREAT SPECIFIC FOR CHOLERA, DYSENTERY.

DIARRHŒA,

DR. J. COLLIS BROWNE'S CHLORODYNE.—Dr. J. C. BROWNE (late Army Medical Staff) DISCOVERED a REMEDY to denote which he coined the word CHLORODYNE. Dr. Browne is the SOLE INVENTOR, and, as the composition of Chlorodyne cannot possibly be discovered by Analysis (organic substances defying elimination), and since the formula has never been published, it is evident that any statement to the effect that a compound is identical with Dr. Browne's Chlorodyne *must be false.*

This Caution is necessary, as many persons deceive purchasers by false representations.

DR. J. COLLIS BROWNE'S CHLORODYNE.—Vice Chancellor Sir W. PAGE WOOD stated publicly in Court that Dr. J. COLLIS BROWNE was UNDOUBTEDLY the INVENTOR of CHLORODYNE, that the whole story of the defendant Freeman was deliberately untrue, and he regretted to say it had been sworn to.—See *The Times*, July 13th, 1864.

DIARRHŒA, DYSENTERY. GENERAL BOARD of HEALTH, London, REPORT that it ACTS as a CHARM, one dose generally sufficient. Dr. GIBBON, Army Medical Staff, Calcutta, states: "2 DOSES COMPLETELY CURED ME of DIARRHŒA."

From SYMES & Co., Pharmaceutical Chemists, Simla. *Jan.* 5, 1880.

To J. T. DAVENPORT, London.

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THIS large and well-known Establishment, close to the Kursaal, and opposite the principal Bath Houses, has an excellent reputation for its general comfort, cleanliness, superior accommodation, and very moderate charges. The Proprietor lived several years in England. Table d'Hôte at 1 and 5 o'clock. Carriages at the Hotel. Arrangements in the Winter season from the 1st October.

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FIRST-CLASS ESTABLISHMENT, highly recommended to English Families. Arrangements made for a protracted stay. English Church close to the Hotel. Large Garden. Furnished Dark Room for Photographers. Moderate charges. Omnibus to all trains and to Ventimiglia Station if requested. J. KUNZLER, Proprietor and Manager.

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GRAND HOTEL CHRISTOL AND BRISTOL.

FIRST CLASS HOTEL. HIGHLY RECOMMENDED.
Situated near the RAILWAY STATION and STEAMERS.
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FIRST-CLASS HOUSE, near the Baths. Apartments for Families. Best Sanitary arrangements. Rooms from 5 fr. to 11 fr. Renowned Cuisine. Service à la Carte. Pension from 7 fr. to 9 fr. Arrangements for special regimen, according to medical advice.

Electric Light. Telephone.
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GRAND HOTEL DU COMMERCE.

FIRST-CLASS FAMILY HOTEL, highly patronised by English and American Travellers. This historical house (the old seat of the famous Guild of the Brokers and the Commercial Court) is the largest and oldest First-class Hotel of Bruges, and offers to Families and Single Travellers well furnished and airy apartments, excellent cooking, and good wines. Every comfort. Fine Garden. Special Omnibus at the Station. Telephone. C. VANDENBERGHE, Proprietor.

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PLACE ROYALE.

THIS unrivalled Establishment, overlooking the Park, the Place Royale, and the Rue Royale, has been considerably enlarged and embellished by the present Proprietor, Mr. E. DREMEL. Public Saloons, Reading, Smoking, and Bath Rooms. Spacious Terrace Garden overlooking the whole park. Electric Light in all the Rooms. Ticket and Booking Office for Luggage in the Hotel. Rooms from 4 frs. 50 c., including Electric Light. Otis Electric Lift.

HOTEL DE FLANDRE.

PLACE ROYALE.

LODGING, inclusive of attendance and electric light, from 7 frs. per day. First Breakfast, 1 fr. 50 c.; Luncheon, 4 frs.; Table d'Hôte, 5 frs.; Pension: Bedroom, attendance, light, and three meals daily, from 15 frs. 50 c. per day. Public Saloons, Billiards, and Bath Room. Electric Light. Lift. Ticket and Booking Office for Luggage.

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BOULEVARD BOTANIQUE. Close to the Station for Germany, Holland, France, Spa, Ostend, Antwerp, Ghent, and Bruges. The Waterloo Coach passes before the Hotel every morning. Charges moderate. **Baths in the Hotel. Telephone.**

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ONE OF THE BEST ON THE CONTINENT,

The Newest, Handsomest, and Largest in the Capital of Hungary.

SCIENTIFIC SANITARY ARRANGEMENTS. MODERATE CHARGES INCLUDING LIGHT AND ATTENDANCE.

THE HOTEL FOR ENGLISH AND AMERICANS.

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NEW GRAND HOTEL—Cairo.

SPLENDID first-class Hotel, situated opposite the Esbekieh Garden, the Opera Theatre, the English Telegraph and Egyptian Post Offices, Conversation Room, Ladies' Room, Arabic Saloon, Smoking Room, Oriental Bar, Lawn Tennis, Magnificent Gardens surrounding the Hotel. The New Hotel is the only one in Egypt that, by its splendid situation, its salubrious air, its luxurious and tasteful installation, its excellent French Cooking, is able to afford to travellers every comfort they are accustomed to meet with in the first Hotels of Europe. TERMS:—15 to 20 francs per day, Pension, Board, and Service, according to the Rooms. Special arrangements for Families. Omnibus to all Trains.

Interpreter. Ascenseur—Lift. Electric Light. P. MAYER, Manager.

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TERMINUS HOTEL (Gare Maritime)

Opposite the Steam Packet Pier. Baths. Post and Telegraph Offices.

CENTRAL HOTEL (Gare Ville).

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Electric Light. Moderate Charges.

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GRAND HOTEL du PAVILLON

CANNES. WEST END, near CHRIST CHURCH.

THIS RENOWNED FIRST-CLASS HOUSE, entirely renewed and refurnished, now with Lift. Electric Light throughout. Baths, Caloriferes, &c. Best and Sons' regular declaration. Full South, splendid view of Sea and Esterel Mountains. Beautiful Garden. Best Home for Winter. Terms and Pension most reasonable. Tariff on application. **Kept and Directed by P. BORGO, formerly of the Europe, Turin.**

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Goldener Schild and zwei deutsche Monarchen.

FIRST CLASS HOTEL, finest position in Town. 200 Rooms and Saloons. Concert Garden. Large Promenade Garden. Splendid Dining Room with extensive glass Verandah. Café with Newspapers in every language. Weekly, two concerts by the Concert Orchestra. Baths. Electric Light. Lift. Telephone. Carriages Omnibus. **F. ROSCHER, Proprietor.**

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FIRST-CLASS Family Hotel, splendid free situation, with a large Park and Garden in full view of Mont Blanc. Excellent Telescope for free use of visitors. **Electric Light. Baths. Rooms from 3 francs. Pension from 9 francs. Special Arrangements. E. EXNER, Proprietor and Manager. Mrs. EXNER is English.**

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First Class Hotel. Lift.

COMMANDING a splendid view of the Rhine and the Castle of Ehrenbreitstein, and close to the landing place. It deserves in every respect the patronage of English Families and Single Travellers. Good attendance. Excellent cooking. Choice Wines. Hot and Cold Baths. Elegant Carriages in the Hotel. Moderate charges. **H. HOCHE, Proprietor.**

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THE GENUINE EAU-DE-COLOGNE

IS the No. 4, distilled strictly according to the original prescription of the inventor, my ancestor, by the most ancient distiller

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The Finest First-class Hotel in Corfu. Especially Patronised by English and American Families.

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FIRST-CLASS HOTEL, best situated in the Valley, in the middle of an extensive garden. 200 Beds. Lofty Dining Room. Large Conversation Saloon with Veranda. Reading, Billiard, and Smoking Rooms. Music Saloon. Lift. Electric Light in all the rooms. Warm and Cold Shower Baths. English Chapel in the garden. Good attendance. Moderate charges.

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FAULENSEE-BAD (Lake of Thoune) Switzerland.

FAULENSEE-BAD.

HOTEL VICTORIA.

Above Spiez. Lake of Thoune. (2,630 feet above Sea).

LATE RESIDENCE OF THE QUEEN OF HOLLAND. Commanding a splendid view of the Lake. Beautiful situation close to the Forest. Fine Garden and Park. English comfort. Moderate charges. R. JAEGGI, Proprietor.

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HOTEL de RUSSIE.

Electric Light. Lift. Caloriferes. Opposite the Central Railway Station.

First-class Hotel. Every Modern Comfort.

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Opposite the Central Railway Station.

ELECTRIC LIGHT and Central Steam Heating in every room. Reading and Smoking Rooms. Splendid position. Lift. Baths. Moderate charges; Service, Light, and Heating included. Telephone 1260. First-class favourite House for English and American Families. The only Hotel on the Station with ground-floor Rooms and Apartments

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FREUDENSTADT (2,600 feet above Sea),

BLACK FOREST HOTEL.

Railway Line—Stuttgart, Offenburg, Strasburg.

FIRST-CLASS HOTEL, surrounded by a very beautiful Park. Comfortable Bedrooms and Saloons. Water and Milk cures. Pine-needle and Sole Baths. Sanitary arrangements perfect. **Central Residence for Excursions.** Carriages at the Hotel. **Moderate** charges. Pension.

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THIS HOTEL, with the best sanitary arrangements, is situated in the finest part of the Town, close to the General Post Office, the principal Bankers, and the New Opera House. Fine view. Well recommended to Families and Single Gentlemen for its great comfort and very moderate charges. Table d'hôte at 12-15 o'clock, 3 frs. 50 c., at 5-30 o'clock, 4 frs; Supper at 7 o'clock 3 frs., wine included. Baths. Reading and Smoking Rooms. 100 well furnished Bedrooms, from 2½ to 4 frs., Electric Light included. Central Steam-heating. Pension from 7 to 10 frs. a day. Telephone.

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MOST comfortable family Hotel. Every modern convenience. New sanitary arrangements. Electric Light in every room. Lift. Baths. Reading and Smoking Rooms. No extra charge for light and attendance. Arrangements for Pension.

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NEWLY ERECTED. ENGLISH FAMILY HOTEL.

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FIRST CLASS HOTEL.

ONE OF THE BEST IN THE TOWN, WITH DEPENDENCE "VILLA AUGUSTA" SITUATED IN THE EXTENSIVE GARDEN OF THE HOTEL.

Best position near the Kurhaus, the Springs, the Bathing Establishments, and Lawn Tennis Courts. Perfect Sanitary Arrangements. Splendid Dining Room with covered Verandahs.

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Large Shady Garden, 4,500 square yards, attached to the Hotel.

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GRAND HOTEL DE L'EUROPE

One of the Largest and most Elegant Family Hotels of the Town,

OPPOSITE THE STATION.

More than a Hundred Rooms and Saloons, furnished with every luxurious comfort, and

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LIFT TO EACH FLOOR.

LARGE DINING ROOM CONSTRUCTED IN EMPIRE STYLE,

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FURTHERMORE LADIES' SALOONS.

READING, SMOKING, & RESTAURATION ROOMS.

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FIRST Class Establishment near the Station. Over 150 elegantly furnished Rooms. Reading, Smoking, Retiring Rooms. Baths. Fine Garden. **Electric Light.** Lift. Special arrangements for protracted stay, and extremely moderately Pension. Winter terms. **Illustrated Pamphlet free on application. CARL LANDSEE, Propr.**

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CENTRAL STATION. SCHAETTI BROTHERS, new Proprietors.

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FIRST CLASS ESTABLISHMENT. Splendidly situated facing the Sea. Unsurpassed for elegance and comfort, combined with moderate charges. 200 splendid Bedrooms with Saloons. Billiards. Reading Room. Terrace. Playgrounds. Omnibus at the Station. The latest English Sanitary Improvements.

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THE GRAND HOTEL.

The most popular and fashionable.

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SPECIAL House for families and Tourists, five minutes from the Station. This large establishment, the best of the town, situated in the valley of the Saône, offers a magnificent panorama including Mont Blanc. East situation. Moderate charges. Interpreter. Connected with the "French Automobile Club" and Touring Clubs of France. Mineral essences for self-moving carriages to be had. Telephone. Moderate terms. Sole correspondent for Macon of Cook's Agency. On arrival at Macon, wire for the omnibuses of the Hotel, always in attendance for every train. Travellers should not listen to Agents within or outside the Station, inviting them to go elsewhere.

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FIRST-CLASS HOTEL, the most frequented by Families and Tourists. situated opposite the Station. The only one wanting no Omnibus. Porters at every train. English comfort. Large choice of fine and ordinary wines of Macon and Burgundy. English spoken. DUPANLOUP, Proprietor.

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ESTABLISHED 1850.

By appointment to H.R.H. The Duke of Edinburgh.

REID'S NEW HOTEL & ANNEXES.—Situated on the Cliffs to the West of Funchal, on the New Road overlooking the Sea, grand view of the Mountains. Sea Bathing and Boating.
SANTA CLARA HOTEL.—"Admirably situated, overlooking Funchal, fine view of the Mountains and Sea."—*Vide Rendell's Guide to Madeira.*
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HORTAS HOTEL.—German spoken.

These FIRST CLASS HOTELS afford every comfort for families and travellers. Excellent Cuisine and Choice Wines. Tennis Courts, large Gardens, Baths, Reading and Smoking Rooms. English and German Newspapers. Billiards. The SANITARY arrangements have been carried out by the Banner Sanitation Co., of London. All Steamers met.



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FIRST CLASS HOTEL. THE ONLY FRENCH HOTEL IN MADRID.
ELECTRIC LIGHT. BATH. COURIERS. CARRIAGES. ELECTRIC LIFT.
J. CAPDEVIELLE, Proprietor.

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Telegraphic Address:
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Managers and Proprietors.

B—*Continental*, 97.

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HOTEL BEAU-RIVAGE

(NEAR TO THE CARAVAN STATION).

THIS elegantly constructed and beautifully furnished Hotel enjoys a high reputation for its great comfort. **Smoking Room and Baths. Arrangements for Families.**

Known for its excellent Cuisine. Charges moderate.

The Hotel is under the personal superintendence of the Proprietor,

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MILAN. # HOTEL de l'EUROPE.

CORSO VICTOR EMMANUEL, 9, 11, full south, near to the Cathedral, the Scala Grand Theatre, Victor Emmanuel Passage, Post and Telegraph Office. Quiet Rooms facing the Garden. "Table d'Hôte" and "Restaurant." Reading Saloons, Smoking Room, and foreign Newspapers. Hydraulic Lift to each floor, Central Steam-heating apparatus, and Electric Light in all the Rooms. Omnibus at the Station. Moderate charges. Pension. Cook's Coupons accepted.

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MODERN, first-class English Hotel, conveniently situated on the Central Railway Square. Large Garden. Open and best position. Lift. Electric Light and central Steam heating in all rooms. Winter Garden. Restaurant. Moderate terms. Room, light, and attendance, 2frs. 50c. Cook's Coupons accepted.

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In the immediate vicinity of the Railway Station.

NEW; expressly built for an Hotel with all modern improvements. Situated in the healthiest part of the Town. Pleasant Garden. Airy Apartments. Table d'Hote. Restaurant and Reading Rooms. Baths. Heated throughout. Scrupulously clean. Careful attendance and very moderate charges. Real English Hotel, near the Station. Porter meets all trains. Hotel Coupons accepted. NO EXAMINATION OF LUGGAGE FOR VISITORS TO THIS HOTEL.

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FORMERLY CHABAURY, AINÉ.

The best situated, the most comfortable and frequented of the Town. Sanitary arrangements perfect. Lift. Lawn Tennis. Cottage. Villas.

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FIRST-CLASS HOTEL, situated in close vicinity to the Montreux Station and Landing Quay of steamers. Vast Terraces and shaded Gardens, with a widespread view over the Alps and the Lake. Hydraulic Lift. Large Public Halls. Electric Light. Pension from 7 to 10 francs a day.

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MUNICH.

MUNICH.

GRAND HOTEL CONTINENTAL.

FIRST-CLASS HOTEL. Unsurpassed, finest, and most quiet situation on Maximilianesplatz, in the middle of the Town, and most central for visiting Theatres and all places of interest. All modern comforts. Lift. Electric Light. Moderate charges. Favourite Winter Residence at low prices.

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OPEN from the 1st of May till 30th October. Combines every modern comfort. All rooms and Saloons lighted by Electric Light. Good accommodation.

GRAND RESTAURANT, separate from the Hotel.

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FALLS OF THE RHINE

HOTEL SCHWEIZERHOF.

FIRST CLASS HOTEL. 200 ROOMS. HYDRAULIC LIFT.

Splendid Views of the celebrated

FALLS OF THE RHINE & THE CHAIN OF ALPS, AS FAR AS MONT BLANC.

Covering an extent of over 100 miles.

A CHARMING SUMMER RESORT,

NOTED FOR ITS

Healthful position, bracing air, and most beautiful landscape.



VIEW FROM THE HOTEL SCHWEIZERHOF.

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By means of Electricity and Bengal Lights the Falls of the Rhine are brilliantly illuminated every night during the Summer Season.

ENGLISH DIVINE SERVICE in the new Church, located in the Grounds of the Schweizerhof.

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THE CONTINENTAL HOTEL

OPEN FROM JUNE 1st TILL NOVEMBER.



The largest first-class Hotel, facing the Sea and Baths, close to the New Kursaal.

READING & MUSIC ROOMS. BATHS.

FIRST-CLASS RESTAURANT,

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Lighted throughout by Electricity.

GREAT OCEAN HOTEL,

FIRST-CLASS IN EVERY RESPECT.

UNRIVALLED FOR ITS SPLENDID SITUATION, FACING THE SEA AND THE BATHS.

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THE SPLENDID HOTEL.

THE most fashionable Hotel and Restaurant in the place. Finest situation facing the Sea and the Baths, and next to the Palace of the Royal Family. "Elevator." All Modern Comfort.
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L. SCHWITZING, Manager. Winter Season: Nice, Hôtel de France.
Branch House during the Winter: **THE ENIP HOTEL**, opposite the Landing Stage of the Royal Belgium Mail Steamers and close to the Railway Stations. Newly furnished. Perfect Sanitary arrangements.

GRAND HOTEL DU LITTORAL,

Facing the Sea.

LIFT. ELECTRIC LIGHT. BOARD FROM 10 S.

Gd. HOTEL LEOPOLD II et de FLANDRE.

RECOMMENDED First-class English Family Hotel and Pension. Splendid situation. Nearest to the Baths, Kursaal, and Casino; close to and with view of the Sea. Every modern comfort. Only Hotel lighted by Electricity in the town. Sitting and Smoking Rooms. English Servants. **Good Bedrooms, light and attendance from 3 frs. a day. Board (bedroom three meals, light, and attendance) from 9 frs. a day.** Very advantageous arrangements for Families and long stay. All enquiries receive prompt attention. 'Bus at Trains and Steamers. Good Cuisine and Cellar. Civility. OPEN ALL THE YEAR.
E. DAVID VANCUYCK, Proprietor and Manager, resided many years in England.
Concessionary of the Restaurant and Cafe—Kursaal.

PARAME (Near St. Malo) FRANCE.

Sea Bathing of Parame—near St. Malo (France).—The finest Sand Shore on the Coasts of Brittany, surrounded by charming panoramas, picturesque sights, and splendid views. Sweet and very salubrious climate.

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SITUATED on the very Shore, near the Casino and Bathing Establishment First Class Hotel, much frequented by the best English Families. Beautiful Dining Room. Restaurant. Saloon. Lawn Tennis. Hot Baths and Telegraph in the House. Very large garden. Great comfort and moderate charges. Very advantageous conditions in July and September. Omnibus of the Hotel to all Trains and Steamers.
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RE-DECORATED and re-furnished. Doulton's Sanitary arrangements. Bedrooms from 3 to 10 francs. Apartments of all sizes. Bedrooms and 3 meals, from 12 francs a day. Restaurant à la Carte, moderate prices. Excellent Cuisine and Cellar. Electric Light in the Rooms. Telephone. Bath Rooms. Reading Room. Special terms for a long stay. First-class House, particularly recommended to Families.

PARIS Continued

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HOTEL ET RESTAURANT.

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PEACE. COMFORT. EASE.

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OLD RENOWNED FIRST CLASS HOUSE, a few steps from the Central Station. In the centre of the town at the corner of the Channel. Large Dining Room. Winter Garden, &c. Electric Light. Telephone. Baths. Carriages. Moderate Charges. Hydraulic Lift, Otis System. W. BENES, Proprietor.

(Lake of Lucerne.) **RIGI.** (Lake of Lucerne).

1,800 M. ALTITUDE. **RIGI-KALTBAD** 1,400 M. ALTITUDE.

On the shore of the Lake des IV. Cantons.

FIRST-CLASS HOTEL AND PENSION. 400 Beds. Mountain air cure. Hydrotherapy. The most sheltered position with splendid Panorama. Physician. Orchestra. Railway Station. Post and Telegraph. Large asphalte Terrace and Verandahs. Romantic Pine Wood. Lawn Tennis. Sinking Water. Latest English Sanitary arrangements. Arrangements for protracted stay. From 8s per day. In June and September reduced terms.

For Prospectus and Terms apply to the Manager, J. WIRTH.

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MOST Distinguished House in the most elevated and salubrious part of Rome. Moderate Charges. Arrangements for protracted stay.

Managers:—{C. RITZ, from the Savoy Hotel, London.
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CONTINENTAL HOTEL.

FIRST-CLASS. 300 ROOMS.
All Modern Comforts. Open all Year Round.
P. LUGANI, Proprietor.

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LEYGRAAFF'S HOTEL.

OPPOSITE the Park. Established since 1826. Partially heated by Calorifere. Times, Daily News, Daily Telegraph, Standard, and Scotsman mailed daily. Omnibuses meet Trains and Boats on application.
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